

Response to Traffic and Public Safety Issues in February 5-6 2008 Winter Storm

A Report by the Adjutant General of Wisconsin

February 21, 2008

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February 21, 2008

Honorable Jim Doyle
Governor of Wisconsin
Room 115 East, State Capitol
Madison, Wisconsin 53702

Dear Governor Doyle:

The attached report summarizes our best understanding, achieved with the aid of many talented and dedicated state employees, of the deficiencies in the state response on Interstate 39/90 during the snowstorm on February 6 - 7, 2008.

In line with your specific instructions, we have especially studied and considered the interagency coordination, the speed and accuracy with which the situation was assessed, and the adequacy of the efforts to inform the public.

Our investigation shows that the lead agency for traffic response on the Interstate, the Wisconsin State Patrol, did respond to events as they unfolded but was slow to recognize that an emergency existed. This delay in recognition caused the loss of precious hours that could have allowed alternative courses of action to be considered which might have mitigated the depth and breadth of this emergency.

Interagency coordination was excellent at the start of the storm but non-existent as the emergency grew and darkness fell on the stranded motorists. The State Patrol was ineffective in its incident command role, but other state agencies also failed to respond effectively. The Wisconsin Department of Transportation-Highways, and Wisconsin Emergency Management, both of whom ran operations centers, could have added significant value at key inflection points, but did not. Public communication regarding the storm in general was excellent and largely heeded by Wisconsin's citizens, but public communication on the developing highway emergency was cumbersome and slow.

Some agencies performed very well. Dane and Rock Counties were very professional in managing county-wide emergencies throughout the day and filled significant gaps in state leadership to provide support and comfort to stranded motorists. The Department of Natural Resources and the Wisconsin National Guard also performed very well. DNR wardens were superb in supporting the State Patrol and both affected counties with four-wheel-drive reconnaissance and snowmobile operations. The National Guard contributed soldiers who delivered food, water, and blankets to DNR and county-organized snowmobile crews; the Guard also flew three critical aerial reconnaissance flights.

It was Mother Nature who threw a significant storm at Wisconsin; but we could have responded better. Ineffective Wisconsin State Patrol response and leadership cost the state valuable time. The State Emergency Operations Center operated by Wisconsin Emergency Management and the Statewide Traffic Operations Center operated by the Department of Transportation–Highways were in unique positions to assist, but failed to recognize the larger picture. State and county highway departments' inter-agency communication was virtually non-existent during this emergency, when coordination would have been invaluable to increasing the Patrol's overall situational awareness.

In the wake of this emergency, there are valuable lessons to learn and steps to take to avoid future such events. The State must develop plans to shut down the Interstate if warranted, even if that means we cannot offer a re-route to transiting traffic. This plan must be exercised by state agencies. Alternative means of communication must be considered to alleviate the burden on 9-1-1 call centers and provide information to stranded motorists. Additionally, all emergency alert procedures must be reviewed and considered for future use if warranted. A full review of operations center procedures must be undertaken by the Department of Transportation and Wisconsin Emergency Management. These organizations should provide value to the troopers, first responders, and county crews who are on point during an emergency.

Lastly, we must remember that a lot of good work was accomplished during this storm by Wisconsin's superb first responders, local and state agencies, the National Guard, and private citizens. This has been a long, hard winter and many of these crews have worked countless double-shifts and overtime to keep our highways clear. We owe them and their families our sincere appreciation and respect.

I hope the details in the pages that follow will demonstrate both the seriousness with which we have taken your direction to investigate the state response in this incident, and the directions we need to take to prevent similar problems in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald P. Dunbar". The signature is fluid and cursive, with the first name "Donald" being the most prominent part.

Donald P. Dunbar
Brigadier General (WI)
Wisconsin National Guard
The Adjutant General

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Agencies contributing to this report

Wisconsin Department of Military Affairs
Wisconsin Division of Emergency Management
Wisconsin National Guard

Wisconsin Department of Transportation
Division of Transportation System Development (Bureau of Highway Operations)
Division of State Patrol (Wisconsin State Patrol)

Wisconsin Department of Natural Resources
Division of Enforcement and Science

Dane County
Dane County Emergency Management
Dane County Sheriff's Department

Rock County
Rock County Emergency Management
Rock County Sheriff's Department
Rock County Public Works Department

Methodology

All agencies were requested to provide detailed timelines of their involvement in the winter storm response from 1 p.m. Tuesday, February 5 through the end of their operations on Thursday, February 7. It was suggested that agencies collect the information for their timelines from logs, journals, phone records. Timelines were to be submitted in a standard format no later than the close of business on Monday, February 11. These timelines are attached to this report as Appendix 2.

Agencies were requested to provide after action review comments on their activities and actions by the close of business on Tuesday, February 12. After action comments could be in any format the agency normally uses. These after action comments are attached to this report as Appendix 3.

Timeline data and after action comments were assembled for initial review by Department of Military Affairs staff and briefed to Brig. Gen. Dunbar the evening of Wednesday, February 13.

On Thursday, February 14, all participating agencies met at the Department of Military Affairs headquarters for a review of the collected data. This review was conducted by Brig. Gen. Dunbar and lasted approximately five hours.

Department of Military Affairs staff met Friday, February 15 for a final review of all materials and notes from the Thursday session with agency representatives.

The report was written February 16–19 and presented to Governor Doyle on Thursday, February 21, 2008.

Abbreviations used in this report

ARC — American Red Cross
CGFD — Cottage Grove Fire Department
DC — Dane County
DC911 — Dane County 9-1-1 Center
DCC — Dane County Coroner
DCEM — Dane County Emergency Management
DCEX — Dane County Executive
DCHD — Dane County Highway Department
DCSD — Dane County Sheriff's Department
DCNCP — Dane County Northern Command Post
DCPIO — Dane County Emergency Management Public Information Officer
DMA — Wisconsin Department of Military Affairs
DNR — Wisconsin Department of Natural Resources
DOT — Wisconsin Department of Transportation
DTSD — DOT Division of Transportation System Development (Highway Operations)
EB — Eastbound
EOC — Emergency Operations Center
FFD — Fitchburg Fire Department
ICP — Incident Command Post
JOC — Wisconsin National Guard Joint Operations Center
JPD — Janesville Police Department
McFFD — McFarland Fire Department
MM — Mile Marker
NB — Northbound
NCP — North Command Post
NWS — National Weather Service
OIC — Officer-in-Charge
PIO — Public Information Officer
RC — Rock County
RCEM — Rock County Emergency Management
RCPWD — Rock County Public Works Department
RCSD — Rock County Sheriff's Department
RIMC — Region Incident management Coordinator
SA — Salvation Army
SB — Southbound
SEOC — Wisconsin State Emergency Operations Center
SHFD — Shorewood Hills Fire Department
STNEMS — Stoughton Emergency Medical Services
STNPD — Stoughton Police Department
STOC — Statewide Traffic Operations Center
TAG — The Adjutant General
TIA — Traffic Incident Alert
VFD — Verona Fire Department
WB — Westbound
WEM — Wisconsin Division of Emergency Management
WING — Wisconsin National Guard
WSP — Wisconsin State Patrol

Executive Summary

Wisconsin experienced a severe winter storm February 5–7, 2008. During this roughly 48-hour period, a large portion of Wisconsin experienced heavy snowfall and blizzard-like conditions that led to citizens needing emergency assistance. Largely, this service was provided in a timely and efficient manner—as is typical of Wisconsin’s first-responder community.

There was one exception and it was significant. During the morning hours of February 6, a series of seemingly unrelated traffic incidents started a chain of events which would eventually lead to a backup on Interstate 39/90 that stretched from just south of Madison to, at times, the Illinois border. The lead agency for traffic response on the Interstate, the Wisconsin State Patrol, did respond to events as they unfolded but was slow to recognize that an emergency existed. This delay in recognition caused the loss of precious hours that could have allowed alternative courses of action to be considered which might have mitigated the depth and breadth of this emergency.

Although the State Patrol was the lead agency for response, several other state agencies were in a position to have helped the Patrol when it became clear that incident command leadership was lacking. Wisconsin Emergency Management and Wisconsin Department of Transportation—Highways could have provided clarity at several key moments as the event unfolded. Lastly, Dane County and Rock County could have provided significant information as it was received from county crews performing plowing, salt/sand and towing operations. There was virtually no coordination between the Department of Transportation and county highway departments, as reflected in the logs provided. Such coordination could have shed considerable light for all agencies.

Two state agencies performed very well. The Department of Natural Resources, which had no obvious role in a traffic-related event, promptly sent its wardens, who partnered with the State Patrol early on to search Interstates for stranded vehicles, and responded with snowmobile crews for well in excess of twelve hours. The National Guard also performed very well. The Guard brought supplies of water, food, and blankets to snowmobile crews for delivery to stranded citizens and provided invaluable support with three UH-60 helicopter reconnaissance flights. The second flight included a trooper who was able to get a first-hand look at the magnitude of the emergency and provide key information to incident command.

Dane and Rock Counties also performed very well in this emergency and throughout the day as they addressed many areas of concern beyond the highway. They provided additional resources to stranded motorists and to the State Patrol throughout the night. In fact, when most counties pulled equipment and crews to rest for the night and prepare for the morning rush hour, Dane and Rock Counties kept crews on to support the State Patrol.

In every scenario that becomes a large-scale emergency, there is a “tipping point” when the required response exceeds the capability of the lead or local agency and additional help is needed. On February 6, that tipping point occurred at approximately 4 p.m. At that point, some members of the public had been sitting in traffic for over four hours, and a severe backup, in excess of twenty miles, existed in Dane and Rock

Counties along I-39/90. It was clear that this problem would extend well into the night and that Wisconsin citizens were at risk.

There were leading indicators of a significant problem before 4 p.m. However, it was at 4 p.m. that there appeared significant indicators: an “overwhelming” volume of 9-1-1 calls; the inability of county plow, salt, and tow crews to operate effectively; news media reports of a severe backup; hotels, restaurants and parking lots filling up in Janesville; and the impassability of most if not all on/off ramps to I-39/90. At that point, a delay in recognizing the scope of the emergency became critical.

By 4 p.m. the highway had become a clogged pipe, and the added volume of traffic arriving from the south was continuing to worsen the situation. It would take over 18 hours from this point to fully clear the westbound lanes of the Interstate.

This event prompted the Governor to call for a review of the emergency response, addressing (1) coordination and communication among multiple agencies and jurisdictions in responding to the situation; (2) accurate and timely assessment of the severity of the situation; and (3) effective and timely communication to the public.

Interagency Coordination

Coordination was exceptional early on. The National Weather Service’s prediction was very accurate, allowing ample opportunity for agencies to prepare. Wisconsin Emergency Management hosted a teleconference on February 5, before the storm, and coordinated preparations with counties and other state agencies, including the State Patrol and the Department of Transportation–Highways.

Wisconsin Emergency Management decided that the storm prediction was of a severity that warranted partial activation of the State EOC. The center would be staffed with representatives from Emergency Management, the State Patrol, the Department of Transportation–Highways, the National Guard, and the Department of Natural Resources. County agencies, including Dane and Rock Counties, conducted thorough and professional reviews of storm response procedures.

As the storm developed and the day unfolded, interagency coordination became sporadic and at times, non-existent. There is every indication that internal county coordination was more successful within Rock and Dane Counties. Equally clear is that state agencies were unsuccessful in inter-agency coordination as the storm unfolded and during the early stages of this emergency. Of particular note, the State Emergency Operations Center and the Statewide Traffic Operations Center could have provided significant clarity assistance to State Patrol headquarters and to the troopers and county work crews in the trenches.

Accurate Assessment

Every emergency has a lead agency. All agencies involved in this event agree that the Wisconsin State Patrol was the lead agency, and there can be no doubt that their assessment was slow and leadership ineffective.

In the Patrol's defense, they did respond to several major accidents during the course of this storm, all of which involved vehicle accidents and some involved loss of life. In three separate events, the State Patrol led the response professionally and aid was rendered in a timely fashion to clear the highway and restore normal winter traffic on the Interstate.

In contrast, perhaps because there was no physical accident, this event was never viewed as significant. In any case, the Patrol's incident commander did not recognize the severity of this event and was slow to establish effective incident command and unity of command.

Dane County was the first agency to recognize the severity and danger of this event. At about 4 p.m., Dane County began developing an incident action plan for stranded motorists. At approximately 5:30 p.m., they communicated their concerns and plans to the State EOC. Dane County also took the lead in deploying snowmobiles to deliver water, food, and blankets to stranded motorists and to check on citizen welfare, and they established an on-site command post to work this emergency.

The State EOC responded positively to Dane County's information and held a conference call at 5:40 p.m., which included all agencies except Rock County. The State Patrol's EOC representative forwarded Dane's information to the Patrol's command post. The Statewide Traffic Operations Center did not receive the information, because their representative had departed the State EOC at 5:15 p.m., based on the Wisconsin Emergency Management's early estimate that the State EOC itself would close at 6 p.m. It was after this conference call that the National Guard began to plan for possible contingency operations.

The State EOC was clumsy in its execution. An early opportunity was missed when a Wisconsin Emergency Management public information officer received a call at her home at 3 p.m. from a TV reporter who said he'd been stuck in traffic for hours. This call was forwarded to the State Patrol desk at the State EOC and on to the State Patrol command post; but there was no recognition yet of a situation beyond a normal winter delay. The same Emergency Management public information officer then called in to say that all three Madison network television stations were leading with a major Interstate backup and that the EOC needed to turn on the broadcast.

The State EOC did turn on the news broadcasts; but despite repeat broadcasts at 4 p.m. and 5 p.m., the State EOC never understood the severity of the situation until Dane County called at 5:30 p.m. In fact, as the snow stopped falling in the afternoon, the State EOC indicated that they would shut down at 6:00 p.m. This early indication of closing led to the Department of Transportation-Highways representative cancelling his replacement and departing at 5:15 p.m., leaving the Statewide Traffic Operations Center without representation at the State EOC.

From 5:40 p.m. until the Governor declared a State Emergency at 9:15 p.m., the state agencies struggled to get a clear picture. True understanding of the magnitude of the event did not occur until the National Guard flew a helicopter reconnaissance mission at 10:54 p.m. and reported a significant backup from Stoughton to south of Janesville, with traffic arriving as far as the eye could see—past the Illinois state line.

There were early calls to close the highway to mitigate the backup. There were also several attempts to plan for re-routing traffic. In the end, State Patrol decided—with the concurrence of the Department of Transportation—Highways, Dane and Rock Counties and local law enforcement—that neither option was viable from a public safety perspective. There was continual discussion regarding these issues, but all agencies respected the Patrol's incident command and executed its decision.

Public Communication

Several agencies, including Wisconsin Emergency Management, the Wisconsin State Patrol, the National Weather Service and the Wisconsin Department of Transportation—Highways issued early and effective communication to the public. There was significant coverage on all public media of the pending storm and its expected severity. In fact, highway traffic volume during the storm was dramatically reduced, which indicates that the message was well heard and understood by the public. It is reasonable to state that no one who travelled that day could have been surprised by the storm or the difficult driving conditions. However, no one expected to be stuck in traffic for up to twelve hours, and this is not acceptable.

Agencies did continue to communicate the severity of the weather throughout the night, with generalized warnings regarding driving conditions. However, there was inconsistent communication on the incident itself. Following the Governor's emergency declaration, the State EOC held several news media conference calls trying to communicate with stranded motorists. Additionally, Dane County led the way with an excellent snowmobile plan to try and reach stranded citizens. This did not occur in Rock County, because the State Patrol vetoed the plan due to miscommunication.

Lacking was consistent information from the Statewide Traffic Operations Center. The center eventually did contact the Illinois Department of Highways to post warnings for Illinois traffic headed for Wisconsin. However, this did not occur until almost midnight, probably due to the absence of a Department of Transportation representative in the State EOC. The Statewide Traffic Operation Center also eventually deployed temporary warning signs, but not until early Thursday morning, February 7, when traffic had begun moving. Lastly, the Department of Transportation's Web page was inconsistent regarding highway conditions. At approximately 5 p.m. on February 6, a State Patrol trooper listed the highway as impassable. Statewide Traffic Operations Center procedures are to confirm any such listing with key players; and when the State Patrol's command post was contacted, they said the road was not impassable; so the Web warning of impassability was removed.

Recommendations

We are all grateful that no one was severely injured or died in this event. Context is important in any review. It is easy to be critical with the benefit of 20-20 hindsight. In this context, the significant question becomes: "What if recognition had come sooner? If all agencies had had the benefit of Dane County's knowledge at the tipping point, so what?"

A review of the terrain associated with the hill where the bottleneck occurred, and of the conditions on the highway, makes it clear that even with everyone's best efforts the

jam could not have been cleared before morning. If the State Patrol had requested 1,000 more plows and salt trucks and had gotten them—there was simply no room to maneuver on that hill. At 4 p.m., many travelers were already stuck for the night.

State agencies were still fighting for a clear picture when the Governor declared a State of Emergency at 9:15 p.m. What could we have done with a clear picture at 4 p.m.? What good would five hours have done?

Earlier recognition could have allowed alternative courses of action to be more closely considered, such as closing the highway. This alternative merits consideration for a future event such as this. Closing the highway south of Beloit would have allowed arriving traffic to be reversed and find safety in Rockford, where hotels, restaurants and gas stations were readily available. But suggestions of closing the highway during this event were met with the persistent assertion that “Wisconsin does not close highways.”

If so, Wisconsin needs to add this arrow to its quiver—we may need to close highways during future winter storms or during a different kind of emergency, such as a flood or pandemic flu. The decision to close the Interstate should not be made lightly, but if it is the right decision in terms of public safety, then we should not hesitate to take this action.

The Adjutant General has ordered the National Guard and Wisconsin Emergency Management to develop an exercise scenario and, in conjunction with local law enforcement and other state agencies, consider this course of action for future events. The Department of Transportation is the right lead agency for this decision and will need to play a key role in conjunction with Emergency Management in developing executable plans.

Additionally, the Adjutant General has ordered a full review of State EOC procedures to determine a better course of action for future emergencies. If Emergency Management determines that an event is significant enough to stand up the State EOC, it must ensure that the State EOC is appropriately staffed and functional. Organizations such as the State EOC and the Statewide Traffic Operations Center are in the best position to connect the dots and add value to hard working first-responders, troopers, and county crews.

Other recommendations that will be explored by Wisconsin Emergency Management include establishing a toll-free hotline to alert Wisconsin citizens to ongoing emergencies in the state. Such a hotline would have been an opportunity to communicate with stranded motorists who had a cell phone and thereby avoid tying up vital 9-1-1 lines. Also, the state will be reviewing its policy on the Emergency Alert System to see if this could be tailored for future use in this kind of an emergency.

This review did not attempt to analyze the substantive physical response to the backup—the tow trucks, plows and salt trucks. A detailed review of these actions is being conducted by the State Patrol in conjunction with Dane County and Rock County and may reveal new information. However, at the time of this writing, all agencies agree that all expected county response was delivered and additional equipment would not have alleviated the result.

Of note was the shortage of salt in Wisconsin at this time. In the preparation phase, Dane County decided to use a salt/sand mix as opposed to the normal salt-only approach to the Interstate. This was coordinated with Wisconsin Department of Transportation–Highways prior to the storm; however, this coordination occurred with the regional administrator, and Highways headquarters was surprised by this action. Despite this internal miscommunication, all parties stated that a salt-only application on the hill in question would not have alleviated the emergency situation. (However, a Department of Transportation field report at 10 a.m. on Thursday morning reported that roads were much better in Rock County, where only salt was applied, than in Dane County, where the salt/sand mix was used).

Conclusion

The majority of the responsibility for this emergency rests with the Wisconsin State Patrol. This is an excellent organization that usually performs at a very high level. On this night, the incident commander was slow to recognize that an emergency was rapidly developing and, short of advice to “stay the course,” provided little guidance to alleviate the problem or to effect a positive outcome. But the State Patrol is not solely at fault.

Some of the responsibility lies with the State EOC and the Statewide Traffic Operations Center, who were in a good position to spot early clues that, if relayed to the Patrol in a timely manner, could have allowed a different course of action to be considered. If this information had reached State Patrol leadership in a timely manner, a clearer focus would have surely resulted.

In conclusion, the State of Wisconsin could and should have done better in this emergency. If the weather had persisted beyond the afternoon of February 6, this could have become a true disaster. This can not be allowed to happen again. Flawed execution and poor communication of this type will negatively impact any emergency situation.

Finally, we should all remember that a lot of great work was done on this day by local first-responders, law enforcement, fire departments, emergency response personnel, plow and wrecker operators, state troopers, the National Guard and Wisconsin citizens. They performed magnificently in a raging winter storm. This must be remembered in the context of the fact that this has been particularly bad winter and our first-responder community has been working hard, almost non-stop, since Thanksgiving. Overtime, double shifts, long hours and record snowfalls take a toll. We owe them and their families a debt of gratitude for their service. They are our most precious resource.

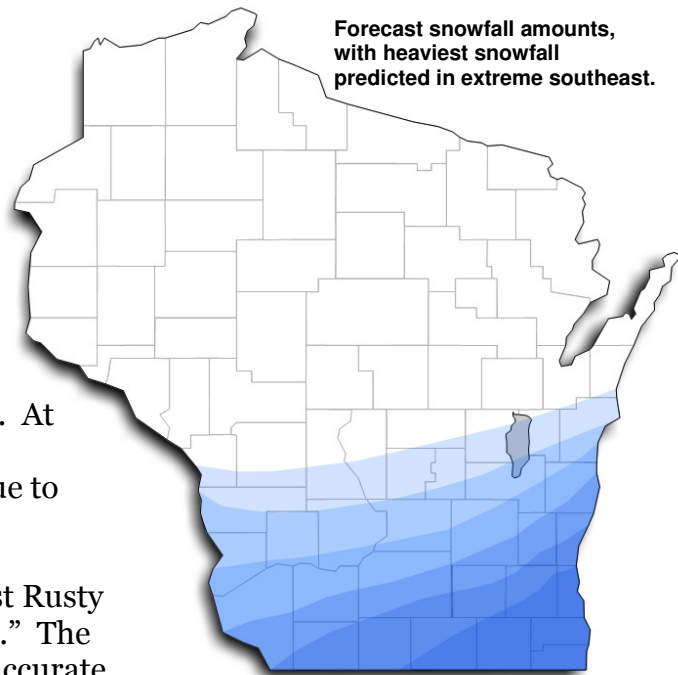
“One for the books”

In the first week of February 2008, in a winter already headed toward record seasonal snowfalls, a major storm overran the southern third of Wisconsin with wind-blown snow that lingered over the state for more than 20 hours.

Early forecasts predicted 4 to 12 inches of snow, heaviest in the southeast corner of the state; it would start Tuesday night, Feb. 5, and end around noon on Wednesday. The snow would be driven by winds of 25 mph or more.

At 1 p.m. on Tuesday, the National Weather Service office at Sullivan, in a teleconference with state and county emergency management officials, revised the forecast upward: The snow, driven by winds gusting up to 30 mph, would now range from about 6 inches on the northwest flank of the disturbance (Marquette and Green Lake counties) to possibly 20 inches in the far southeast (Walworth, Racine and Kenosha counties). At that time it was expected to begin at approximately 6 p.m. Tuesday and continue to around 1 p.m. Wednesday.

National Weather Service meteorologist Rusty Kapela called the storm “one for the books.” The prediction, like his forecast, was dead-on accurate.



News media did a good job informing the public of the approaching storm: a revised forecast was featured in an Associated Press story, “Parts of Wisconsin could get 18–20 inches of snow,” that ran in local media across the state from Tuesday evening through the night and into early Wednesday morning, when the AP replaced it with a story extending the duration of the storm to 6:00 p.m.



Photo: Rick Wood, Milwaukee Journal Sentinel

Wisconsin Emergency Management partially activated the state Emergency Operations Center (EOC) at 8 p.m. Tuesday. As southern Wisconsin awaited the storm, it seemed to slow its approach. After a few hours of light snowfall Tuesday night, the snow all but stopped early Wednesday morning. But then — about at the start of the working day — snowfall resumed, soon becoming heavy, sideways snow driven by strong winds. Travel

became difficult across southern Wisconsin, and especially in the counties of Dane, Rock, Jefferson, Walworth, Waukesha, Milwaukee, Racine and Kenosha. Weather warnings prompted many schools and businesses to close for the day and thousand of people who would have otherwise been on the roads stayed home. Most other Wisconsinites found their way home and stayed put.

But some state residents and visitors—along with truckers and other motorists just passing through Wisconsin—continued to drive the highways, through increasingly difficult winter driving conditions. As the storm stalled over southern Wisconsin for much of the afternoon, heavy snow kept falling and continued slightly past the predicted 6 p.m. conclusion. Even then, strong north winds gusting to 36 mph picked up snow dumped earlier and drove it through the air.

On a normally busy stretch of interstate highway between Madison and Janesville, the storm-slickened roadway had been taking its toll of motorists for much of the day. Cars slid off, semi-trailers jackknifed, and traffic slowed or stopped as troopers, wreckers and highway maintenance crews did their best to keep up.



Photo: Joseph W. Jackson III, Wisconsin State Journal

But the storm won.

When the sun came out Thursday morning, it illuminated a landscape that had received 21 inches or more of snow in some places. Many areas received more snow than had been forecast.

More than 2,000 vehicles had spent much of the afternoon and a long, cold night, in a 20-mile line of unmoving traffic on Interstate 39/90 between Madison and

Janesville. No deaths or serious injuries resulted from the bottleneck; but it was not immediately clear that all local and state emergency resources had been deployed to best advantage in understanding, assessing, responding to and communicating about this frustrating and dangerous event.

This report will summarize the weather, the road conditions, the traffic, and a chronology of events leading to the I-39/90 traffic jam.

The Weather

By midnight Tuesday, only about 1.6 inches of snow had fallen in Madison, but it would continue snowing—and blowing—for seven more hours. Snowfall was light for much of the night, but sustained northeast winds of around 20 mph and gusts to 26 mph caused blowing snow conditions through the night. By morning, the snowfall became heavier with more than one inch per hour recorded in Madison at 9 a.m. Even heavier snowfall rates would be recorded in the afternoon.

February 6, 2008, weather observations in Madison

TIME	SKY/PRECIP	TEMP	W CHILL	WINDS	VIS	RATE	ACCUM	REMARKS
0000	LGT SNOW	30	19	NE16G25	3	.1	1.6	BLOWING SNOW
0100	LGT SNOW	29	16	NE21G29	2	.1	1.7	BLOWING SNOW
0200	LGT SNOW	28	15	NE21G26	2	.4	2.1	BLOWING SNOW
0300	LGT SNOW	28	15	NE21G26	2	.4	2.5	BLOWING SNOW
0400	LGT SNOW	27	11	NE28	.8	.2	2.7	
0500	LGT SNOW	27	13	NE22G30	2.5	.1	2.8	BLOWING SNOW
0600	LGT SNOW	26	13	NE17G25	2.5	.3	3.1	BLOWING SNOW
0700	LGT SNOW	26	12	NE21G31	2.0	.3	3.4	BLOWING SNOW
0800	SNOW	25	10	NE23G32	.5	.6	4.0	
0900	HVY SNOW	24	8	NE25G36	.2	1.1	5.1	
1000	SNOW	24	9	N21	.5	.8	5.9	
1100	HVY SNOW	24	9	N21G29	.2	.8	6.7	
1200	HVY SNOW	24	9	N22G29	.2	.9	7.5	
1300	HVY SNOW	24	9	N21G28	.2	.8	8.3	
1400	HVY SNOW	23	8	N20G28	.2	1.3	9.6	
1500	HVY SNOW	23	10	N16G26	.2	1.4	11.0	
1600	HVY SNOW	23	8	N21G28	.2	1.3	12.3	
1700	HVY SNOW	23	10	N15	.2	.6	12.9	
1800	LGT SNOW	24	10	N18G24	1	.4	13.3	
1900	PTCLDY	24	12	N13	8	.1	13.4	
2000	CLEAR	23	13	NW9	10	0	13.4	
2100	CLOUDY	23	N/A	CALM	10	0	13.4	
2200	CLOUDY	24	14	N9	9	0	13.4	
2300	CLOUDY	22	13	N7	9	0	13.4	

Source: NWS Sullivan

The Roads

Roads throughout the southern third of Wisconsin had been getting significant snow through the night, but that is not particularly unusual for Wisconsin in February. From midnight on, most southern Wisconsin highways were reported “snow covered and slippery” as a smaller number of motorists than usual made their way through the night.

February 6, 2008, road condition reports for I-39/90 between Madison and Janesville

TIME OF DATA ENTRY	HWY	START SEG	END SEG	DESCRIPTION
2008-02-06-01.17.16.190000	I90/I39	Janesville	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000	I90/I39	Janesville	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-09.18.39.770000	I90/I39	Janesville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000	I90/I39	Janesville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000	I90/I39	Janesville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000	I90/I39	Janesville	Madison	IMPASSABLE
2008-02-06-23.14.27.550000	I90/I39	Janesville	Madison	ICE COVERED AND HAZARDOUS

Source: Wisconsin Department of Transportation

Maintenance crews generally managed to keep up with the snow as it fell at a rate of less than a half inch per hour up until the morning commute began. Then, as the snowfall rate increased and winds kept howling, the battle began to be lost. The snowfall simply overwhelmed the equipment deployed to fight it, and newly fallen or blown snow quickly re-covered plowed road surfaces. Temperatures in the mid-20s were not too cold to render road salt ineffective, but the so-called “four inch rule” kept salt from working. Once four inches of snow covers a road surface, salt no longer keeps up. On many roads, a slippery coating of ice or polished snow under several inches of powder made driving hazardous. The salt was never able to take hold.

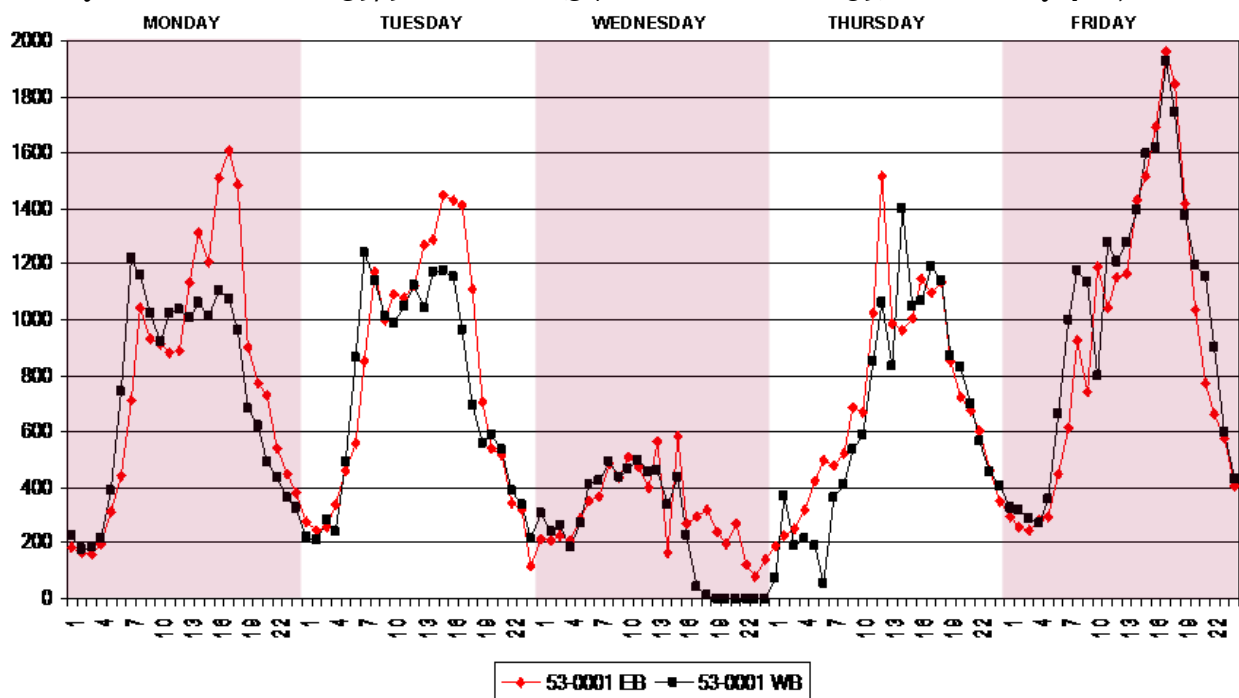
In Dane County, road crews used a salt-sand mixture on I-39/90 and elsewhere. Although straight salt is the Wisconsin Department of Transportation standard, highway maintenance specialists are not convinced straight salt would have been significantly more effective, if at all. Rock County spread 133 tons of rock salt on its portion of I-39/90. It didn’t do much good until daybreak Thursday when the sun and warmer temperatures helped make the salt effective.

The Traffic

On a normal February weekday, northbound/westbound traffic volume on I-39/94 between Madison and Janesville ranges from about 1,200 vehicles an hour during the morning commute to around 200 vehicles for a few hours after midnight. The southbound/eastbound volume is similar, but with somewhat more traffic—between 1,200 and 1,500 vehicles for the afternoon commute.

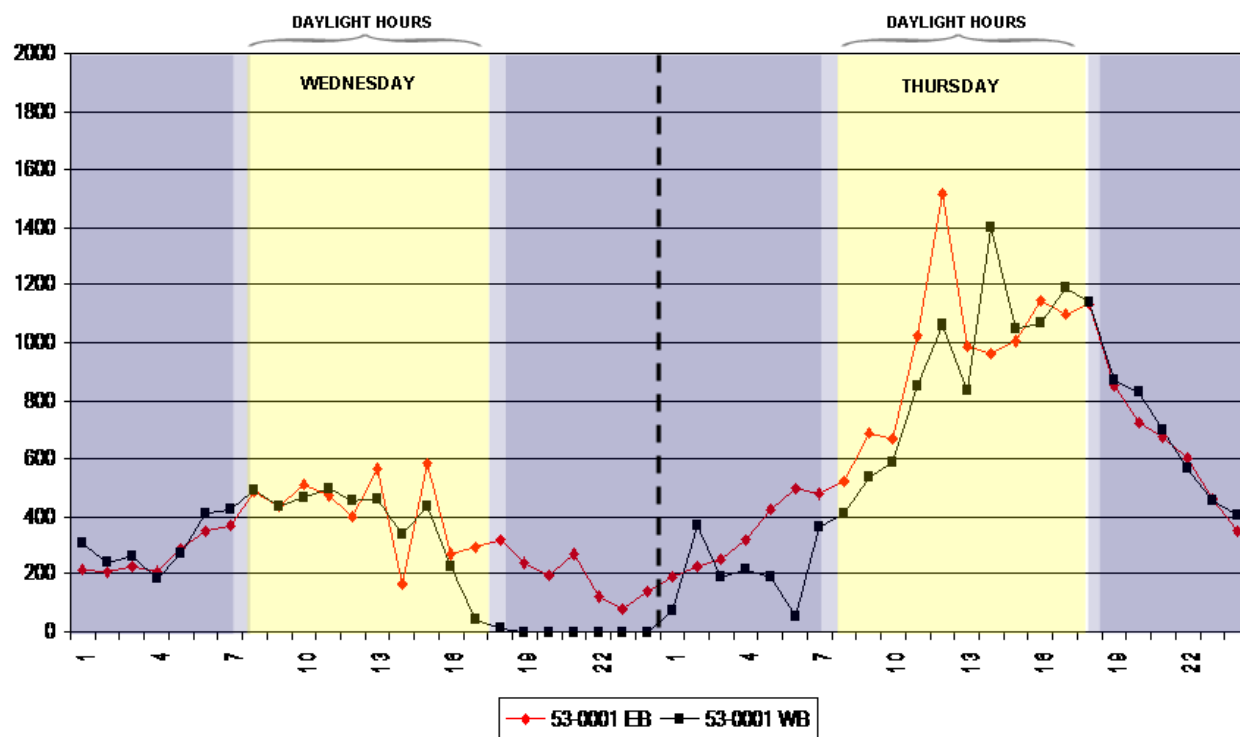
Examination of the traffic volume the week of February 4–8 indicates far fewer drivers, as many commuters and others heeded driving condition warnings.

Hourly Traffic Volume I-39/90 Newville (3.7-mi south of STH 59) — February 4–8, 2008



A closer look at the 48-hour period midweek that encompassed the storm shows more detail—with northbound/westbound traffic barely getting through at all after 4 p.m., then stopped completely for most of the next nine hours.

Hourly Traffic Volume I-39/90 Newville (3.7-mi south of STH 59) — February 6–7, 2008



The southbound/eastbound lanes were not much better. Although the graph indicates no hour-long period when vehicles were unable to pass through to the south, there were, in fact, many complete stoppages through the night, alternating with periods of extremely slow traffic.

Compounding the problem was that new traffic flowing into the blockages was not stopped from adding to the congestion. As the traffic congested, both lanes filled with slowed or stopped vehicles—and vehicles that either jackknifed or slid off the roadway. All this made it difficult or even impossible for law enforcement vehicles, plows and wreckers to maneuver into and through the blockages.

While slow moving traffic is normal on hazardous, ice-covered highways, the blockages in both directions on I-39/90 were so long it was difficult to judge the scope. Spot reports flowing into the State EOC ranged from “a few vehicles” to “two-thousand,” depending on what could be seen or estimated from a particular vantage point. Many motorists called 9-1-1 operators to report they had been stuck for hours in stalled traffic “as far as the eye could see.”

HOURLY TRAFFIC VOLUME I-39/90 Newville

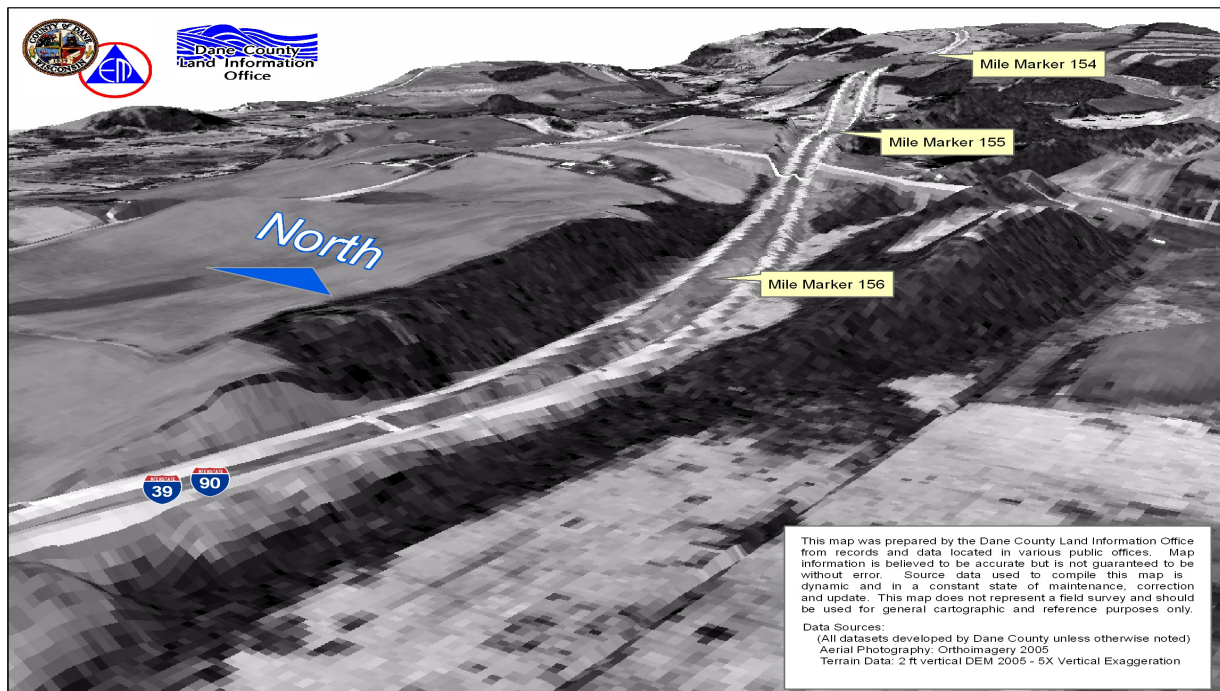
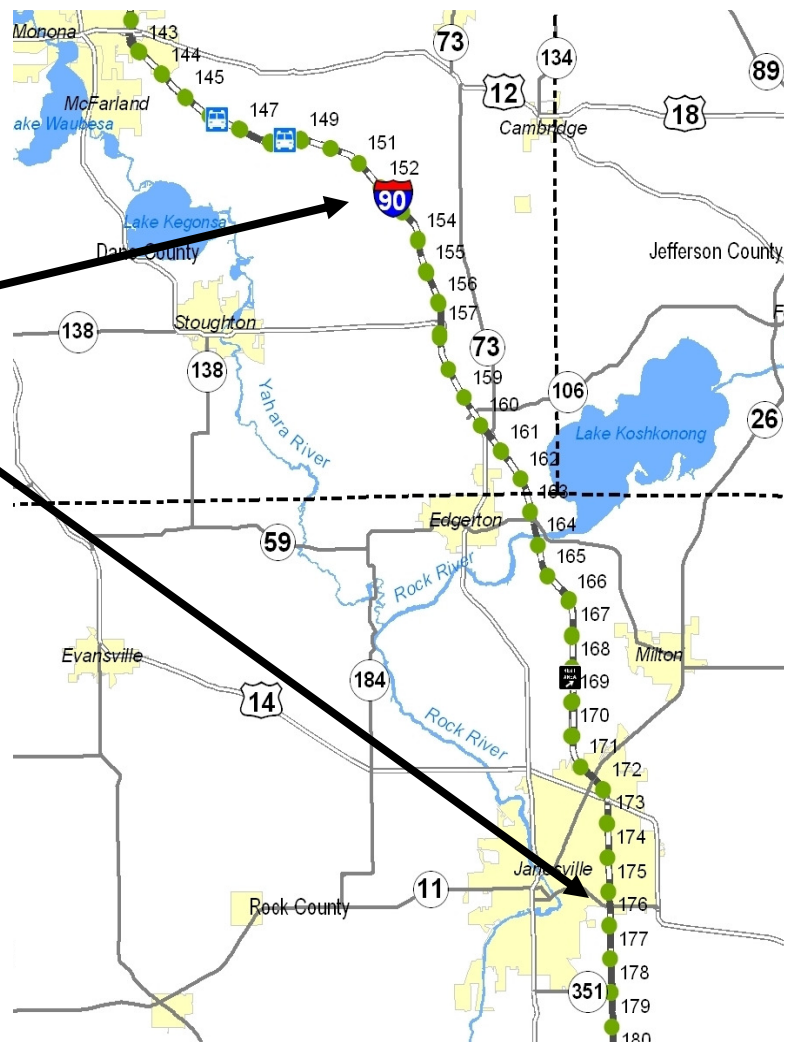
TIME	NB/WB	SB/EB
5 p.m.	40	292
6 p.m.	11	318
7 p.m.	1	237
8 p.m.	0	195
9 p.m.	0	267
10 p.m.	0	122
11 p.m.	0	79
12 a.m.	3	141
1 a.m.	72	191

But eyes on the ground, in hindsight, couldn't possibly see as many as 2,000 vehicles stretched out along 20 miles or more of

Blockages on I-39/90 occurred during the night for about 24 miles between mile marker 152 in Dane County to mile marker 176 in Rock County.

highway. It would take an overflight by a National Guard helicopter later in the evening to get the first accurate, eyes-on assessment of the problem.

Triggering the problem in northbound/westbound lanes in Dane County was a hill in the vicinity of MM 156. Because of this grade, slow speeds and icy pavement, commercial tractor trailer rigs could not move forward. As their progress was stopped, other vehicles filled in behind them and were blocked. The problem grew as more and more vehicles bunched up behind the blockage with nowhere to go.



Source: Wisconsin Department of Military Affairs

The Response

Response to the winter storm event grew slowly as the snowfall continued, conditions worsened and the weather's effects mounted.

Initially, agencies were able to manage consequences within their areas of responsibility effectively, but by Wednesday morning the incidents requiring response grew more serious and more frequent.

The chronology of events, as recounted in the following agency log excerpts, reveals the approach of an exceptionally intense lingering winter storm, clues that an emergency was quickly developing, and evidence that neither a timely assessment nor a flawless response was made by government agencies.

[NOTE: The agency-submitted timelines from which these entries were excerpted are included, in their entirety, in Appendix 2]

— Tuesday, February 5 —

*At **1 p.m.**, Wisconsin Emergency Management sets up a teleconference with the National Weather Service, WEM and National Guard staff and emergency management directors from counties expected to be affected by a severe winter storm.*

*During a **2 p.m.** Wisconsin Emergency Management meeting it is decided the State Emergency Operations Center will partially activate at 8 p.m. WEM staff are assigned to EOC shifts and other participating agencies are notified.*

*Snow starts falling in Madison at **2:44 p.m.** All 58 Dane County plow units are mobilized throughout the county. Three units—one triaxle and two single axle trucks—are on the Interstate continuously from the onset of the event. Per agreement between County and State maintenance staff on Feb. 2, a sand/salt mixed material was used.*

*At **3:15 p.m.** the Wisconsin National Guard Joint Operations Center (JOC) issues a warning order to units that National Guard support may be requested.*

*At **7:30 p.m.** a statewide news release is issued on activation of the State EOC.*

*The State EOC is partially activated at **8 p.m.** as planned. Wisconsin Emergency Management staff includes the WEM administrator. Other agencies represented are the Wisconsin State Patrol, Department of Transportation–Highways, and the Wisconsin National Guard. The Wisconsin National Guard JOC staff is elevated.*

*By **10:20 p.m.** the EOC records no major problems. Since 4 p.m. there have been 22 run-offs and eight property damage accidents reported.*

— Wednesday, February 6 —

*Weather conditions in Madison at **2 a.m.**: Light snow falling at .4 inches per hour, 28 degrees, northeast winds of 25 mph gusting to 26 mph. Blowing snow reported. Total accumulated snowfall since storm began is 2.1 inches.*

*At **4:15 a.m.** the State Patrol reports weather conditions at posts in DeForest, Waukesha and Tomah. High winds reported throughout southwest region with white-out conditions in some areas.*

*The Grant County Sheriff's Department issues an advisory at **5:45 a.m.** recommending no travel on any road in Grant County.*

*Weather conditions in Madison at **6 a.m.**: Light snow falling at .3 inches per hour, 26 degrees, northeast winds of 17 mph gusting to 25 mph. Blowing snow reported. Total accumulated snowfall since storm began is 3.1 inches.*

*During a **6 a.m.** check with NWS, the State EOC is advised that the storm, which did not cause as much snow as originally expected overnight, is still expected to deliver large amounts of snow throughout the day.*

*At **7 a.m.** it is decided that a public information officer is not needed in the EOC and the WEM PIO who had been on duty on the overnight shift is released.*

*When the DOT representative reports to the State EOC at **7:45 a.m.** he learns that WEM is anticipating shutting down the EOC about 9 a.m. as there was little overnight activity. The storm will last another 12 hours.*

*At **8 a.m.** a DOT region area maintenance engineer stops at Dane County Shop to see if they are ready for the snow event. Plows were out at this time. The county says they have what they need and prepared as best they can be at this time. There is no further contact between the county and this state maintenance engineer until sometime Thursday.*

*A crash at **8:46 a.m.** closes all southbound lanes of I-94 at Rawson Avenue (Milwaukee County). One fatality is reported.*

*Weather conditions in Madison at **10 a.m.**: Snow falling at .8 inches per hour, 24 degrees, north winds of 21 mph. Total accumulated snowfall since storm began is 5.9 inches.*

*At **10 a.m.**, a DOT-Highways official observes road conditions, noting difficult driving and runoffs. Determines it is best to monitor from office and returns to region office.*

*At **10:11 a.m.** a motorist westbound on I-90 calls the Dane County 9-1-1- center and reports "we're all backed up here."*

By **10:30 a.m.** there is a significant traffic backup on the I-39/90 near the northern border of Rock County, as the county highway department continued to plow and sand the Interstate in both directions.

At **10:46 a.m.**, Rock County dispatcher asks the State Patrol if I-39/90 will be shutting down “anytime soon.” State Patrol advises that the Interstate highway is not shut down because it is a “national defense highway.”

Wisconsin State Patrol Superintendent Collins receives an email at about **11 a.m.** informing him that the State EOC is still partially activated but anticipates deactivating sometime that afternoon. Snowfall in Madison is heavy with .8 inches per hour, north winds at 21 mph and gusts to 29 mph. Total accumulation of snow is 6.7 inches since the storm began.

Shortly after **11:00 a.m.**, three separate incidents have been reported in Dane County, within a mile or two of the Hwy 51 junction, that effectively block traffic in both directions on I-39/90 for some time. All three incidents are referred to the State Patrol.

A state trooper reports at **11:14 a.m.** that crossovers are drifting due to east-to-west winds, and shoulders have not been plowed. There is no request for action.

State Patrol receives report at **11:14 a.m.** of crash on northbound/westbound I-39/90 at milepost 155 resulting in total blockage of all northbound lanes. **This event is now believed to be the “trigger point” for northbound I-39/90 problems that would persist for the next 20 hours.**

At **11:26 a.m.**, Dane County 9-1-1 center receives call from a motorist claiming to be stuck in unmoving traffic with “about 1,000 cars” near Stoughton. The claim apparently is not viewed as significant and does not appear to have been reported to anyone outside the Dane County 9-1-1 center.

At **11:40 a.m.** a state trooper at the I90/94 split requests assistance at milepost 124 eastbound with complete lane blockage. The trooper witnesses several tractor semi-trailer units jackknife at that location. He reports “chaos” and inability to stand due to ice conditions.

A state trooper reports at **11:59 a.m.** that all LaFayette County highways are impassable.

Weather conditions in Madison at **noon:** Heavy snow falling at .9-inch per hour, 24 degrees, north winds of 22 mph gusting to 29 mph. Total accumulated snowfall since storm began is 7.5 inches.

At **12:04 p.m.** a man stopped at milepost 156 northbound reports that trucks can’t make it up the hill.

*A state trooper arrives at milepost 155 southbound at **12:26 p.m.** and observes a jackknifed camper on the northbound side and total lane blockage of northbound traffic. He continues southbound to the next crossover which was impassable, then on to the next exit and proceeded northbound until becoming stopped in traffic at milepost 158.5.*

*General Mitchell International Airport decides at **1:20 p.m.** the airport will close due to low visibility.*

*At **1:26 p.m.** a caller reports that he is stuck at mile marker 161.5 on westbound I-90.*

*At **1:36 p.m.** Superintendent Collins directs the State Patrol incident command lieutenant to contact the DNR to put together “strike teams” with 4WD vehicles that can assess the overall I-39/90/94 corridor situation.*

*A Madison television station calls the State Patrol at **1:42 p.m.** to check the status of I-90 and Hwy 151 because station personnel heard ramps were being shut down. Advised that Interstate highway is not closed.*

*Weather conditions in Madison at **2 p.m.**: Heavy snow falling at 1.3 inches per hour, 23 degrees, north winds of 20 mph gusting to 28 mph. Total accumulated snowfall since storm began is 9.6 inches.*

*A DOT employee driving home to Janesville at **2 p.m.** reports there doesn’t appear to be any traffic heading northbound on I-39/90 once he got past the U.S. Hwy 12/18 interchange.*

*A Madison radio station checks in with the State Patrol at **2:12 p.m.** to ask about the status of I-90 and wondering when the Interstate would be closed.*

*At **2:18 p.m.**, a Dane County 9-1-1 operator asks, “What parts of the Interstate are shut down?” and the State Patrol replies that none were.*

*Between about **2:30** and **3:30 p.m.**, numerous callers report to Rock County that they have been stuck in unmoving traffic near the Dane/Rock County line for an hour or more. Subsequently, callers report being stuck for two or three hours.*

*At **2:44 p.m.** the State Patrol lieutenant who is incident commander contacts Dane County EM director to ask about additional plows. Dane County advises that there were none available within Dane County or through mutual aid. The issue of mutual aid is never brought to the attention of the State EOC.*

*At **3 p.m.**, DOT–Highways told that State EOC will close at about 5 p.m., so relief staff will not be required at State EOC.*

*The DOT employee who called earlier makes **3 p.m.** call to the Southwest Region Operations Director (at home) to ask if the Interstate has been closed as he hasn’t noticed any northbound traffic for approximately an hour.*

State Patrol lieutenant reports at **3:15 p.m.** that about 11 miles of I-39/90 are blocked in the southbound/eastbound lanes between mile markers 147 to 158. U.S. Hwy 51 is checked as a possible alternate route, but is reported drifted down to a single lane.

Between **3:15 p.m.** and **3:20 p.m.**, State Patrol incident commander is contacted by Dane County EM director to explain how plows and wreckers working to clear area the wreckers were working in. The State Patrol lieutenant asks again for consideration of mutual aid to bring in additional plows. EM director responds that adjoining counties are just as taxed as Dane County is. This concern is not communicated to State EOC, which might have assisted with mutual aid.

At **3:23 p.m.**, the DOT employee working his way to Janesville for the past two hours has now reached the U.S. Hwy 51/Stoughton interchange where he reports multiple semis off the road on northbound lanes and traffic backed up. An email is sent to all Southwest DOT staff encouraging them to consider going home early to avoid driving in poor conditions in the dark.

At approximately **3:30 p.m.** Dane County is informed that semi-trailers are unable to get up the grade at mile markers 154 to 155 westbound on I-39/90. It takes 45 minutes to an hour to get plows around to the front of the backup to assist state troopers get traffic moving. Snow is falling at approximately 1 inch per hour with north winds gusting to 28 mph. Unable to plow I-39/90 westbound from mile marker 154 to the Rock County line due to stalled traffic.

State Patrol lieutenant in the State EOC advises superior at **3:33 p.m.** that situation is “under control.” He says the State EOC may be shutting down in about one hour and he is not aware of any major problems to report.

At **3:51 p.m.**, a state trooper headed off duty is stuck in northbound/westbound traffic at mile marker 155. He reports iced roads with semis spinning their wheels. “We can’t go south and we can’t go north,” he says. He describes the scene as “insanity.” **In hindsight, this probably represents the “tipping point” after which this event had clearly become an emergency.**

Weather conditions in Madison at **4 p.m.**: Heavy snow falling at 1.3 inches per hour, 23 degrees, north winds of 21 mph gusting to 28 mph. Total accumulated snowfall since storm began is 12.3 inches.

At **4 p.m.** Dane EOC is conducting contingency planning and developing an Incident Action Plan. Discussions include stranded motorists in rural areas, blocked roadways, ability to plow, and concern that people may be in danger. If problems arise on I-90 and people start walking, they will have to shut down the Interstate. Wind chill currently is 7 degrees. Request officer-in-charge and 9-1-1 supervisor come to EOC to discuss.

A Madison TV station reports at **4 p.m.** that people have been stranded on I-90 since 11:30 a.m.

*At **4 p.m.** the chief of staff to the Dane County Executive called for an update on storm and response efforts to stranded motorists countywide. Both the Highway Commissioner and Emergency Management Director indicate concerns about backup increasing on Interstate. Chief of staff offers whatever resources necessary to deal with weather-related issues through the afternoon and evening.*

*From **4 p.m.** to **5 p.m.**, the State Patrol reports “non-stop” phone calls from stranded motorists. The calls are transferred from the 9-1-1 centers in Rock and Dane counties. A State Patrol lieutenant observes the scene near mile markers 156 to 158 on I-39/90 northbound. The front end of the backup is determined to be at mile marker 154. The lieutenant determines that, if wreckers and snowplows worked together, traffic would be able to move.*

*Also between **4 p.m.** and **5 p.m.**, two State Patrol sergeants discuss a state of emergency declaration.*

*At **4:15 p.m.** STOC learns from State Patrol of a 13–14 mile backup on I-39/90 at milepost 154 due to poor road conditions.*

*Dane County develops Incident Action Plan at **4:15 p.m.** Plan addresses safety issues: motorists stuck in rural areas; Assuring that emergency vehicles can continue to get to emergencies; concerns that elderly/shut-ins receive needed meals, medicines, oxygen; concern for people who have left their vehicles.*

*In a **4:21 p.m.** briefing of Dane County agencies these issues are discussed: State Patrol has teamed with the DNR to assess motorists along the Interstate using strike teams; At 2 p.m. tow trucks decide to come off roads. 9-1-1 operations manager reports: 3 different categories of issues 1) cars disabled and out of the roadway, 2) need a response and can’t get a response immediately, 3) Interstate east of Utica south to the Rock County line is sitting still with 1,000 cars backed up for 13 miles in two westbound lanes. Many of the trucks that have sat there for long term have drifting all around them now. A woman from LaValle has been sitting on the interstate since 11:30 a.m. hearing no public information on the radio, not seeing any plows.*

*At **4:23 p.m.** Dane County 9-1-1 supervisor phones State Patrol with concerns about getting ambulances out if needed. Snowbanks on highway shoulders are 4 feet high; vehicles are starting to drift in. Backup begins at mile marker 154 and stretches back to about marker 167. Estimate is 1,000 vehicles in backup. Dane County offers assistance.*

*The State EOC informs a State Patrol captain at **4:29 p.m.** that Columbia County will be pulling plows off roads at 7 p.m. Green County has already pulled its plows. The EOC passes on a Rock County report of 50–60 mph wind gusts.*

*At **4:30 p.m.**, Rock County reports that the backup in the westbound lanes had reached the I-39/90 interchange at State Hwy 26/U.S. Hwy 14 at Janesville. Continue plowing, sanding eastbound only; plow trucks take other surface roads back to I-39/90 and STH 59 to make next round eastbound.*

*At about **5 p.m.** Superintendent Collins consults with a State Patrol captain and lieutenant on the situation in Southwest Region. Northbound traffic is reported backed up at milepost 156–157 due to snow covered, slippery hill. Unknown how many vehicles can't get up hill or how long they have been there. Although no accurate estimate of the backup's length is known, it is believed to be several miles long.*

*At **5 p.m.** State Patrol liaison at State EOC confers with DOT–Highways about plow issue. Call is made to Dane County Highway Department. They advise they would will back but call-back is never received.*

*A woman calls State Patrol at **5 p.m.** to report she has been sitting at mile marker 156 for five hours and asks if anything can be done. She is advised that they are trying to clear traffic.*

*A **5 p.m.** State Patrol Winter Road Condition report indicates I-39/90 impassable between Janesville and Madison.*

*STOC receives an email press release at **5:13 p.m.** from the State Patrol DeForest Post stating traffic is at a standstill due to conditions from this winter storm and the roadway is deemed impassable. There is no alternate route designated.*

*At **5:15 p.m.** the Wisconsin Emergency Management timeline log notes: “At this time having no pressing reports of large scale accidents or blockages the EOC staff began to discuss deactivating. After discussion we decided to deactivate at 1800. This would allow us 45 minutes to begin to notify our agencies and stakeholders that the EOC would be shut down.” Part of the discussion centered on lack of incidents noted while monitoring e-sponder event logs from several counties including Milwaukee, which was where the storm was expected to be most severe.*

*At **5:17 p.m.**, Dane County EM director speaks with State Patrol incident commander for update. They are moving one vehicle at a time, pulling and pushing up the inclines, very time-consuming. They have requested any additional plows that might be available, Dane County Highway indicates that four plows are dedicated to the I-90 system, all other plows are deployed elsewhere within Dane County. Dane County EM inquires about who is doing outreach to people stuck on the Interstate.*

*State Patrol Superintendent Collins gets email Traffic Alert at **5:30 p.m.** Traffic is at a complete standstill due to impassable road conditions and back-up from northbound milepost 156-167.*

*At **5:33 p.m.** Rock County EM director and Dane County EM director brief each another.*

*In a **5:40 p.m.** conference call initiated by State EOC, Dane County EM reported to State EOC there is 13 miles of stopped traffic on I-90 and needs to be a 2-way communication with these motorists who have been stranded for hours. 9-1-1 is receiving more and more calls from people stranded and running out of gas. **State Patrol representative in State EOC reports this is the first they are***

hearing about this sort of magnitude of backup. Dane County EM director asks: How are people being communicated with? Is there a plan to communicate with these stranded motorists? State Patrol reports that they have seven 4x4 vehicles in area getting a tally on number stranded. State EOC OIC reports that WEM plans to request the National Guard.

At 5:49 p.m., DOT Region Incident Management Coordinator receives call from STOC with State Patrol report that I-39/90 was closed in the westbound direction near milepost 156. Problem is that due to low speed, icy pavement and grade, trucks could not move forward. Traffic blocked.

At 5:50 p.m. Janesville Police Department expresses concern over situation on I-39/90. Traffic has been stranded for a couple of hours and can't get off because of stuck semis blocking most of the ramps. Janesville hotels are full and consideration should be given to opening shelters. Janesville PD Will contact EM director about shelters.

In 6 p.m. to 7 p.m. time period, State Patrol reports focus is on opening Interstate 39/90—not closing it.

From 6 p.m. to 7 p.m., Wisconsin State Patrol makes several requests to Dane County Highway Department to plow crossovers and shoulders in order to free up traffic. County responds it is unsafe due to conditions. A State Patrol sergeant states that the eastbound lanes are in such poor condition that it would be unsafe to attempt to turn traffic through the crossover to proceed eastbound from the westbound lanes.

In 6 p.m. to 7 p.m. time period, State Patrol discusses alternate routes and determines this is not a viable option.

At 6 p.m. Rock County 9-1-1 supervisor advises Dane County that Rock is also receiving calls from persons stopped on westbound I-39/90 and that condition has existed for hours. The backup likely reaches back to mile 171 (State Hwy 26, Janesville). Four plow trucks from Rock County are assigned to the stretch of I39-90 between mile 185 (Beloit/state line) and the Dane County line.

At 6:06 p.m. Rock County EM requests Red Cross assistance and is told no shelter will be opened due to liability of endangering volunteers. EM director will call Janesville Salvation Army for shelter.

At 6:28 p.m., EOC and State Patrol EOC Representative contact Dane County EOC to report I-39N/I90W from milepost 154 backed up all the way into Rock County. Troopers with DNR assessing these areas. No crash, just loss of traction. We don't have the equipment to fix this problem. We are in contact with tow services to assist with traction situation. We aren't experts on this. Primarily it is the large trucks that are losing traction so we need "heavy wreckers". We don't know what we need we are looking for advice. Dane County Highway is telling us that they are out trying to plow the areas. Sand and salt would potentially assist. They need Traction. State Patrol indicates that they are not opposed to snowmobiles but not sure what they would do? After discussion between the DCEM and WEM the

mission determined for the snowmobiles/ATVs from Dane County Fire Service would be to assess each motorist, and identify needs. National Guard would be sent by WEM with food and water. **Dane County EM Director asks who is the field incident commander so we can relay that to the local field responders.** Dane County EM offers snowmobiles and personnel to check on stranded motorists.

At **6:30 p.m.**, the assistant to the Dane County executive calls the Dane County EM director for an update. The EM director expresses concern with the state's "lack of response to stranded motorists on the Interstate" and said the county was working hard to help them.

At **6:40 p.m.**, the Dane County executive offers to contact snowmobile clubs for assistance in delivering food, water and emergency supplies to motorists stuck in the queue. The county's EM director concurs with this plan.

At **6:45 p.m.**, a motorist with a hungry or sick child reports being stuck in traffic almost six hours at mile marker 162 near the Dane/Rock line.

In a conference call at **6:30 p.m.** with State EOC and its State Patrol liaison, Dane County EOC, and other State Patrol personnel, it is agreed that snowplows and wreckers must work together. It is also decided to send National Guard resources and law enforcement snowmobilers (Fire Service, EMS, DNR) in to assist stranded motorists. Dane County takes leadership role on the use of snowmobiles.

Snowfall ends in Madison just after **7 p.m.** Total accumulated snowfall since storm began is 13.4 inches.

Brig. Gen. Dunbar authorizes the use of the National Guard at about **7 p.m.**

The Illinois State Patrol in Rockford calls at **7:07 p.m.** to ask if anything is going on at the Wisconsin-Illinois state line as they now have backup there.

At **7:29 p.m.**, Dane County receives call from State EOC to stand by for a possible shelter. Dane County EOC to get more information and coordinate any action with American Red Cross Badger Chapter Emergency Services Director.

Telephone call from Brig. Gen. Dunbar to Superintendent Collins at about **7:30 p.m.** to discuss the need to send National Guard troops with 4WD vehicles to assist with snowed-in, backed-up motorists and check on their safety.

At about **7:30 p.m.** Governor Doyle calls State Patrol Superintendent Collins, who briefs him of a 14–15 mile backup on northbound I-90 northbound starting at milepost 156 hill. Wreckers, snow plows and responders at the scene working through the movement of those vehicles out of the bottleneck. Discussed assistance being provided by DNR with wardens, snowmobiles and 4WDs. Discussed Superintendent's calls with Gen. Dunbar and the response of the National Guard. Efforts were being undertaken to check on stranded motorists in back-up. Superintendent informs Governor that "closing" the interstate is not advisable without extensive discussion and agreement with all officials in Rock and Dane

county areas. No other highways are passable or safe either northbound or southbound for a reroute. Ramps in Rock County are snowed shut, Traffic Alerts have been sent out on the northbound situation.

At **7:45 p.m.**, the Dane County EM director speaks with the WEM EOC and a State Patrol representative, giving them the location and radio frequencies for the Coachman's Command Post. She asks when the National Guard would arrive and is given an estimate of about 1.5 hours, or 9:15. This information is not accurate, as National Guard use had only been authorized 45 minutes earlier and troops were just now reporting to Madison armory to get vehicles and other equipment ready. They would not be dispatched for another three hours, after they are able to acquire food from Truax Field and purchase bottled water.

At **8 p.m.**, the I-39/90 backup reaches State Hwy 11 on the south side of Janesville.

From **8 p.m. to 9 p.m.** a State Patrol sergeant reports that the snowplows are traveling southbound in the northbound lanes to get to the site. Wreckers are pushing tractor semi-trailer units up the hill. Snowmobilers are knocking on the doors of the tractor units to wake up the operators.

At **8:15 p.m.**, a State Patrol lieutenant advises the Janesville Police Department that no troopers were available for Rock County "because of the situation in Dane County." At the same time, the 9-1-1 center reported getting "thousands of calls" from stranded motorists and family members of stranded motorists; the 9-1-1 center attempts to contact the State Patrol by phone, but calls are directed to voice mail.

At **8:40 p.m.**, Rock County's chief deputy informs the county EM coordinator that "DNR will activate 12 snowmobiles/ATVs to respond to the Interstate area."

Brig. Gen. Dunbar confers with the State Patrol liaison at the State EOC at **8:45 p.m.** and asks whether the situation on I-39/90 has met the threshold of being a state of emergency. WSP liaison responds in affirmative. General Dunbar approves use of National Guard helicopters in a joint agency effort to survey the extent of the incident. General Dunbar also suggests rerouting traffic and liaison will encourage an evaluation of reroute option.

Brig. Gen. Dunbar calls Governor Doyle at **9 p.m.** to recommend a state of emergency declaration for Dane and Rock Counties. The Governor concurs. At **9:04 p.m.** and **9:08 p.m.**, Dane County EM director notifies Rock County EM director and 9-1-1 center that a command post had been set up at Coachman's Inn, that volunteer snowmobilers had been activated, and that between 600 and 1,000 vehicles were estimated to be stranded.

At **9:05 p.m.** the Illinois Tollway is requested to post a message on their dynamic signs for northbound I-90 traffic to alert drivers of significant delays from Janesville to Madison and advising motorists to seek alternate routes.

At **9:21 p.m.** and **9:29 p.m.**, the Wisconsin State Patrol incident commander emphatically tells Janesville Police Department that they do not want private

snowmobile clubs helping motorists on the Interstate. A State Patrol lieutenant says she “wanted no civilian vehicles on the Interstate and that the State Patrol had it under control and were handling the situation.” Janesville Police Department tells snowmobilers—organized with great effort—to stand down.

At **9:31 p.m.**, Dane County sets up the first of a regular series of multi-agency conference calls. State Patrol advises there will not be an alternate route established and it has been decided to “stay the course.” Due to concerns about the high volume of phone calls, the State EOC offers to route calls to assist the State Patrol.

At **9:40 p.m.** DOT–Highways receives call from WEM Duty Officer to request a Highways representative be present in the State EOC (the originally scheduled shift was cancelled when the EOC announced it would close earlier). A DOT–Highways representative is dispatched to the EOC. Discussions on the possible use of Illinois Tollway’s dynamic sign in northbound lanes south of state line to advise drivers of delays.

Dane County EM calls State EOC at **10 p.m.** to say that they would not be requiring shelters and would not be using the identified shelters in Rock County.

During a **10:05 p.m.** television newscast, the Rock County EM coordinator learns for the first time that the Governor had declared a state of emergency for her county.

At **10:31 p.m.**, the Dane County Emergency Operations Center is notified by email from the State EOC public information officer that the Governor had declared a state of emergency for Dane and Rock counties.

The first team of National Guard troops departs Madison armory at **10:45 p.m.** The Guard soldiers are delivering food and bottled water to the Northern Command Post.

Information shared at **10:30 p.m.** multi-agency conference call: 15 mile backup estimated on Interstate with many semi trucks bumper-to-bumper. National Guard available to provide blankets and water. Gasoline is the only thing needed so far. Question raised “Is signage in place?” State Patrol incident commander reports no signage in place. No alternate route being advised per State Patrol incident commander. Must determine where interstate is completely blocked. Rock County Sheriff’s Department advises eastbound/southbound I-39/90 moving at mile marker 163 (Newville Bridge)—no issues. Rock County Sheriff’s Department sending snowmobile teams to identify problems on westbound/northbound lanes. Rock County Sheriff’s Department advises there are private snowmobile clubs with at least 20 sleds who have been working on the interstate since 5 p.m. assisting motorists.

A Wisconsin Army National Guard UH-60 Black Hawk helicopter launches at **10:54 p.m.** from Madison to fly a reconnaissance mission over I-39/90 between Madison and Janesville.

*At **11 p.m.** the second team of National Guard troops departs Madison enroute to the North Command Post.*

*At **11:04 p.m.**, a State Patrol liaison asks Dane County North Command Post to “find out why traffic was not moving.” Snowmobiles and an ATV are sent on reconnaissance mission and report an unmoving line of traffic at least from mile marker 168 north of Janesville to mile marker 142 at Madison’s beltline—a backup of about 24 miles.*

*At **11:10 p.m.**, the Illinois Toll Center is requested to activate a northbound I-39 message sign, “All Lanes Blocked Janesville to Madison - Expect Long Delays.”*

***11:30 p.m.** multi-agency conference call notes: Problem is people sleeping in their vehicles. Snowmobilers are going to each vehicle to try to wake people up. Army National Guard Black Hawk helicopter is flying overhead and radio report from aircraft indicates traffic stopped eastbound from mile markers 152 to 167. Westbound is barely moving. Traffic count is 552 semi trucks and 295 civilian vehicles. Helicopter is flying over interstate to Illinois border. Illinois toll signs now stating blockage on I-39/90 traffic slow. State Patrol incident commander wants to make sure each vehicle is checked and OK, especially vehicles north of westbound Hwy 59. Suggestion by National Guard to reroute traffic to Hwy 43 toward Walworth County. Discussion about uncertainty of road conditions in Walworth County. Sheriff Spoden advises he will need to contact Walworth County Sheriff to determine resources before any traffic could be routed to Walworth Co. Rock County Sheriff’s Department indicates gas cans are needed for gas for stranded motorists.*

*At **11:36 p.m.** the National Guard UH-60 helicopter radios a count of vehicles in the northbound/westbound lanes of I-39/90 stopped from Edgerton to Janesville. There are 552 semis and 295 passenger cars in the blockage.*

*The UH-60 radios the JOC at **11:40 p.m.** to report southbound/eastbound traffic as 567 semis and 134 cars either stopped or crawling on I-39/90. The aircraft returns to Madison to be refueled.*

*Both teams of National Guard troops arrive at the North Command Post at **11:45 p.m.***

— Thursday, February 7 —

*Notes from multi-agency conference call at **12:53 a.m.**: State Patrol requests Black Hawk return to air to provide update on interstate traffic status. Traffic I-39/90 near the Coachman is flowing in both eastbound and westbound directions, but traffic at standstill in both directions at mile marker 177. WEM reports traffic on Hwy 26 is passable, Hwy 43 is icy. State Patrol lieutenant reports cars are moving and advises it is not necessary to check each vehicle. Rock County and Dane County each have four plows on interstate. Discussion between Sheriffs Spoden, Mahoney, and Graves regarding consideration of rerouting traffic off the interstate. Dane and Rock County Sheriff’s discuss possibility of rerouting traffic*

off the interstate. Concerns are expressed about sending motorists off into less traveled icy and hazardous conditions. State Patrol incident commander advises “stay the course” until next conference call. Capt. Davis expresses concern about traffic not moving in Janesville on I-39/90. National Guard has staged 500 MREs and 3,400 bottles of water and has 15 Humvees on site at Coachman’s Inn command post.

*At **1:23 a.m.**, snowmobiles began being deployed to wake drivers and start their vehicles moving.*

*At **12:50 a.m.** DOT verifies information on Illinois Message Signs. Signs advise: “All Lanes Blocked Janesville to Madison, Expect Long Delays.”*

*At **2:41 a.m.** a second UH-60 takes off with National Guard public affairs officer and Wisconsin State Patrol sergeant aboard.*

*Helicopter returns to Madison at **3:56 a.m.** and reports about 475 eastbound vehicles (85 percent are tractor-trailer rigs) and 460 westbound vehicles (more than 95 percent are tractor-trailers). Ramps at Hwy 73 clogged. Mile marker 177 to Hwy 26 slowed down, all four lanes completely covered between Hwy 59 and Hwy 73. Assessment of state trooper from the air is that sleeping drivers need to be awakened to get them moving.*

*At **4:45 a.m.**, DOT—Highways recommends mutual aid between county highway departments, but both Rock and Dane Counties indicate they feel they have situation under control and are working to restore roadway conditions.*

*At **5 a.m.** the State EOC issues a news release on road and traffic conditions for the morning commute.*

*National Guard troops at North Command Post depart Coachman’s for Madison armory at **5:15 a.m.***

*A telephone news conference is conducted at **8 a.m.** from the State EOC to update information from overnight.*

*Third air recon flight lifts off at **8 a.m.** Reports traffic between Madison and Janesville now moving slowly in both directions. Aircraft returns to Madison at **9:22 a.m.***

*At **8:45 a.m.**, DOT directs PCM boards to be put in place with suggested message “EXPECT DELAYS.” Based on advice from State Patrol liaison in State EOC, message boards will be placed only in northbound lanes as southbound lanes are not obstructed. Dane County requested to get Kegonsa and Utica scales plowed out for use as storage of the semis pulled out of the ditches.*

*From **9 a.m.** on, steady progress is made on the Dane and Rock county segments of I-39/90. Occasional disruptions in traffic flow are caused by vehicle recovery and towing operations, but these stoppages are temporary.*

*At **10 a.m.** DOT reports that Interstate highway in Dane County is in noticeably poorer condition than Rock County's Interstate, but that other non-Interstate roads were better in Dane than Rock.*

*At **10:45 a.m.**, PCM board is set up on northbound I-39/90 in crossover south of Woodman Road in Rock County. Message reads: "Stopped Traffic/Next 11 Miles/Be Prepared to Stop." At this time, this location was approximately 3 miles before the back end of the back-up in vicinity of mileposts 175–176.*

*An **11 a.m.** news conference in the State EOC has representatives from Wisconsin Emergency Management, the Wisconsin State Patrol, Dane County, Rock County and the Wisconsin National Guard.*

*The State EOC stands down at **2 p.m.***

Review of Specific Issues

Although this storm was of near-historic proportion and disruption to traffic was inevitable, Wisconsin deserved a better response than was provided. Governor Doyle directed a review of three specific issues:

1. Coordination and communication among multiple agencies and jurisdictions in responding to the situation

- Before the storm began, agencies at all levels of government were communicating and coordinating effectively, beginning with a multi-agency conference call with the National Weather Service in the early afternoon of Feb. 5.
- The State EOC was partially activated at 8 p.m. Feb. 5, which was the right time for this resource to be established based on the forecast. This was a proactive Wisconsin Emergency Management initiative.
- The right agencies were present at the State EOC as the storm was beginning (WEM, National Guard, State Patrol, DOT Highways and DNR), but the participating agencies did not expand as the storm's growing severity and impact may have dictated.
- During the storm's early hours, agencies were conducting effective operations within their areas of responsibility and communicating outside their agencies as appropriate.

There came a time, however, when the storm and its effect passed the point when normal operations were adequate, and when effective multi-agency coordination and communication that should have occurred failed to occur.

- From one end of this incident to the other, and from top to bottom, it is remarkable the extent to which some operators and decision-makers in local and state agencies failed to use commonplace and well-known information-sharing practices.
- Operators within the various jurisdictions were cooperating in normal, non-emergency patterns when they were actually in an emergency *but did not know it*.
- Had we operated *as if* we were in an emergency, we would have had a better chance of learning that we *actually were* in an emergency. It was not so much a lack of incoming information but the failure to share information and the inability to grasp the possible implications of incomplete information that kept government from responding as soon as it should have.
- A delay of several hours in recognizing a state emergency existed caused a delay of in providing elements of the response.

- Just as the dearth of information impaired the ability of public operators and decision-makers to grasp the extent of the emergency, the lack of information also crippled the ability of agencies to relate to one another according to a common understanding of lines of authority within the incident command system.
- One notable effort to take charge began at approximately 6:30 p.m., when the Dane County executive and Dane County EM director decided to enlist the aid of snowmobile clubs and attempt to service the needs of all stranded motorists on I-39/90 in their jurisdiction.
- At the same time Dane County was providing an effective and needed response with organized snowmobilers, the State Patrol’s incident commander instructed Rock County officials to cease virtually identical efforts to serve motorists stranded in this adjacent county. No effort was made to confirm that organized snowmobile operations were, in fact, part of the county’s approved plan.
- Repeated references in the agencies’ after-action reports document confusion about “who was in charge” and attest to a need to review effective emergency management procedures.
- There is little evidence of effective communication between DOT highway staff and the county highway departments to coordinate efforts during the storm itself. Such communication, even if it did not result in better road maintenance, might have provided additional information about highway conditions to state officials who were essentially operating in an information vacuum.
- The response also suffered from some gaps in communication interoperability. National Guard radio frequencies, for example, were incompatible with frequencies used by law enforcement and county emergency management personnel. Of the two UH-60 helicopters used, only one was capable of direct radio communication to the National Guard JOC.
- Wisconsin Emergency Management came close to closing the State EOC three times on Feb. 6—even as the storm continued and the storm’s consequences mounted. A tentative announcement to some participating agencies that the State EOC would close at 4:30 p.m. Wednesday (later at 6 p.m.) was astonishingly ill-advised, and caused DOT–Highways to end its representation in the EOC at what turned out to be a critical time. Although these tentative decisions to close too early were reversed, that these courses of action were even considered before the storm ended and its consequences were known is unacceptable.

2. Accurate and timely assessment of the severity of the situation

- Largely because of widespread failures of information sharing, state government remained ignorant of the scope of the emergency over several critical hours — a lapse all the more embarrassing since public media discerned and began to describe the situation as a large-scale emergency before any government agency identified it as such.

- But the way things actually occurred, individual call-takers, dispatchers and responders worked on isolated accidents, slide-offs and lane blockages; no one put the whole picture together.
- Agencies did not share a common picture of events out on the highways in Rock and Dane counties, and agencies (and key personnel) were late to develop a common sense of urgency.
- The National Guard was never requested by any of the participating agencies, its effective support made possible only by virtue of the Guard's own initiative and pro-active stance. The Guard's helicopter overflights were particularly useful in assessing the severity of the traffic blockage problem.
- Early information flowed well enough for informed decisions to be made by staff at the State EOC, but by the time the most important decisions (such as "Does a state emergency exist?") needed to be made, the EOC was, essentially, blind.
- A common understanding by all key agencies that a significant state emergency existed was not held until the early evening hours Wednesday and by any reasonable assessment, this was too late.
- It should be noted the very nature of emergencies makes accurate and timely assessment critical to success of the effort, yet for hours there appeared to be little urgency even in seeking verified information to assess.

3. Effective and timely communication of the situation to the public

Early, pre-storm communications to the public were numerous and effective. State and local government agencies were communicating important and accurate information about the storm's expected severity and impact well in advance of the storm's onslaught.

All monitored commercial news organizations (newspapers, radio, television) carried stories about the severity of the coming storm. No Wisconsin citizen paying attention to the news would have been surprised by the weather or travel conditions. These were well communicated in advance.

News Releases and Public Information on Situation

February 5

- | | |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3:04 p.m. | <i>NWS issues winter storm warning, predicting heavy snow for the southern third of Wisconsin from early Tuesday evening through midday Wednesday.</i> |
| 5:45 p.m. | <i>Grant County Sheriff's Department issues news release advising no travel roads in the county.</i> |
| 7:30 p.m. | <i>WEM issues statewide news release on partial State EOC activation.</i> |
| 8:00 p.m. | <i>WSP updates winter road conditions on Web site and 1-800-ROADWIS.</i> |

February 6

5:00 a.m. *WSP updates winter road conditions on Web site and 1-800-ROADWIS.*

9:00 a.m. *WSP updates winter road conditions on Web site and 1-800-ROADWIS.*

10:30 a.m. *Rock County Sheriff's Department issues winter driving alert news release.*

10:30 a.m. *WEM PIO (from home) fields news media inquiries, which continue at high volume throughout the day.*

12:36 p.m. *STOC issues a Traffic Incident Alert (TIA) on crash at MM 124. Report is emailed to news media in affected area.*

12:49 p.m. *National Weather Service issues weather information update.*

3:00 p.m. *WMTV-TV 15 airs live report on I-39/90 backup.*

3:30 p.m. *WKOW-TV 27 airing live calls from stranded motorists.*

4:00 p.m. *Three Madison TV stations air breaking news on situation on I-39/90.*

4:10 p.m. *Rock County Sheriff's Department issues winter driving alert news update.*

5:00 p.m. *Three Madison TV stations lead newscasts with situation on I-39/90.*

5:00 p.m. *WSP updates winter road conditions on Web site and 1-800-ROADWIS updating conditions on I-39/90. Portions now reported impassable.*

5:13 p.m. *STOC issues a TIA on situation at MM 156-167. Report is emailed to news media in affected area.*

6:00 p.m. *Three Madison TV stations lead with motorists stranded on I-39/90.*

9:23 p.m. *WSP issues news release informing motorists that National Guard troops are providing food and water to snowmobilers who are distributing to stranded motorists. Also provides information about accommodations available off Hwy 59 exit (mile marker 163).*

9:40 p.m. *Telephone news conference with multiple agencies.*

9:50 p.m. *Illinois Tollway asked to post message for NB I-90 traffic advising*

10:01 p.m. *National Weather Service Winter Storm Warning update.*

10:30 p.m. *News release on Governor's declaration of an emergency in Dane and Rock counties, authorizing the use of the National Guard.*

11:00 p.m. *Telephone news conference with multiple agencies on delays and recommending the use of alternative routes.*

February 7

3:21 a.m. *Rock County Sheriff's Department issues winter driving alert news release update.*

5:00 a.m. *State EOC issues road condition advisory for morning commute.*

5:10 a.m. *Dane County EM issues winter driving alert news release update.*

- 8:00 a.m. *Telephone news conference with multiple agencies.*
- 11:00 a.m. *News conference in State EOC with representatives from WSP, WEM, Wisconsin National Guard, Dane County, Rock County. At least one Madison TV station carried the news conference live.*

Some public communications—originated by individual agencies—continued once the storm began, but these communications were spotty and often not well coordinated, if at all. Some problems:

- A decision made early Wednesday morning not to have a public information officer on duty at the EOC was a significant mistake. Public information is a critical factor in any emergency, and in this one the lack of accurate, timely and effective communication to the public contributed to the problem.
- There was no coordinated effort by participating agencies to communicate to stranded motorists, except for face-to-face communications by organized volunteers and others on snowmobiles.
- Except for spotty radio news interviews, real-time information to motorists stuck in the event was not provided.
- The Emergency Alert System (EAS) may or may not have been an appropriate tool at some point, but this was never discussed or considered at the State EOC or in any coordinated way with participating agencies. A Local Area Emergency (LAE) is an emergency message that defines an event that by itself does not pose a significant threat to public safety and/or property. However, the event could escalate, contribute to other more serious events, or disrupt critical public safety services. The State EOC cannot issue a Local Area Emergency; LAEs can only be declared by a county Sheriff's Department or county Emergency Management agency. It is important to note that the State of Wisconsin Emergency Alert System Plan cautions emergency managers that broadcasters and cable operators are expecting the EAS to be used only for *life-threatening* emergencies.

One good practice that seemed effective:

- Telephone news conferences were an exceptionally useful tool used several times during the event.

Effective and coordinated public information was restored by Thursday before the morning commute and was well established in advance of an informative news conference at 11 a.m. Thursday.

Appendix 1-1

Department of Transportation

Division of State Patrol

Road Conditions Reported in WSP Region One

ALL UPDATES TO WINTER ROAD CONDITIONS SYSTEM FROM STATE PATROL REGION ONE

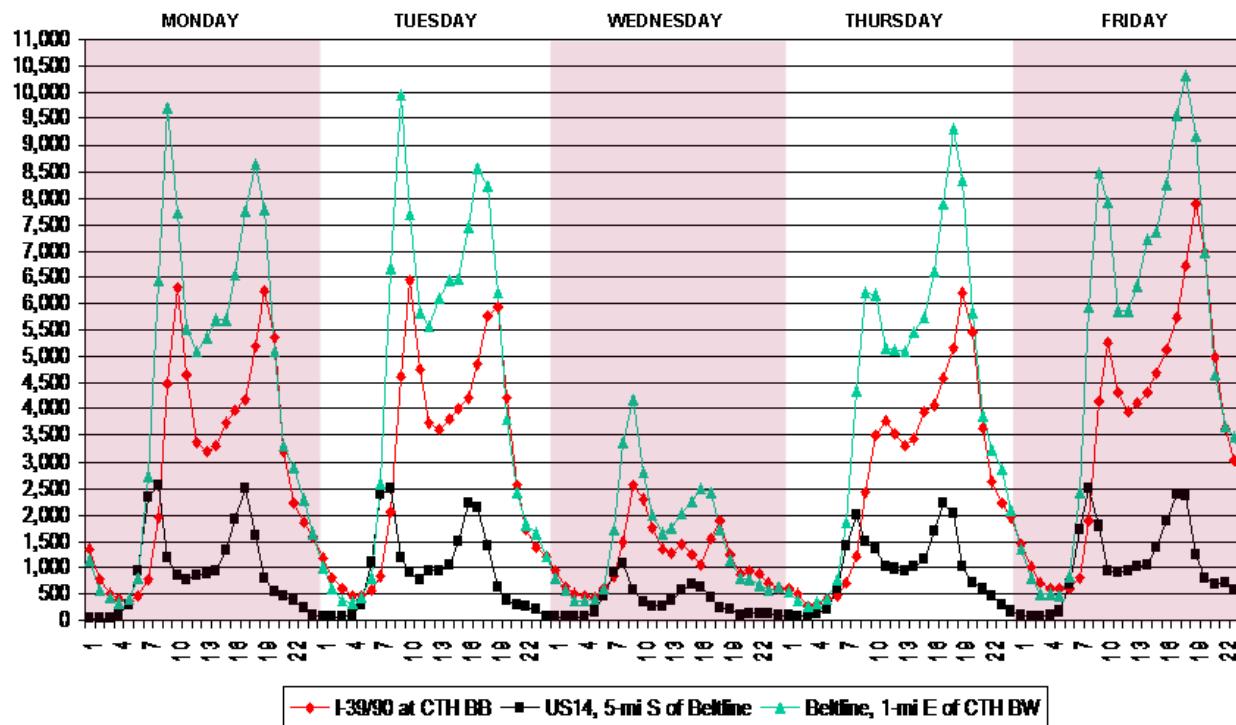
DATE = 2008-02-06

TIME OF DATA ENTRY	HWY	START SEG.	END SEG.	DESCRIPTION
2008-02-06-01.17.16.190000I43		Beloit	Darien	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000I90/I39		Beloit	Janesville	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000I90/I39		Janesville	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000I90/I94/I39		Madison	Portage	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000I94		Oconomowoc	Lake Mills	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000I94		Lake Mills	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000Hwy 14		Madison	Lone Rock	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000Hwy 151		Dubuque	Dodgeville	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000Hwy 151		Dodgeville	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-01.17.16.190000Hwy 151		Madison	Waupun	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000I43		Beloit	Darien	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000I90/I39		Beloit	Janesville	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000I90/I39		Janesville	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000I90/I94/I39		Madison	Portage	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000I94		Oconomowoc	Lake Mills	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000I94		Lake Mills	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000Hwy 14		Madison	Lone Rock	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000Hwy 151		Dubuque	Dodgeville	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000Hwy 151		Dodgeville	Madison	SNOW COVERED AND SLIPPERY
2008-02-06-04.47.00.800000Hwy 151		Madison	Waupun	SNOW COVERED AND SLIPPERY
2008-02-06-09.18.39.770000I43		Beloit	Darien	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000I90/I39		Beloit	Janesville	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000I90/I39		Janesville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000I90/I94/I39		Madison	Portage	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000I94		Oconomowoc	Lake Mills	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000I94		Lake Mills	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000Hwy 14		Madison	Lone Rock	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000Hwy 151		Dubuque	Dodgeville	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000Hwy 151		Dodgeville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.39.770000Hwy 151		Madison	Waupun	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000I43		Beloit	Darien	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000I90/I39		Beloit	Janesville	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000I90/I39		Janesville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000I90/I94/I39		Madison	Portage	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000I94		Oconomowoc	Lake Mills	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000I94		Lake Mills	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000Hwy 14		Madison	Lone Rock	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000Hwy 151		Dubuque	Dodgeville	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000Hwy 151		Dodgeville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-09.18.51.670000Hwy 151		Madison	Waupun	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000I43		Beloit	Darien	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000I90/I39		Beloit	Janesville	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000I90/I39		Janesville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000I90/I94/I39		Madison	Portage	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000I94		Oconomowoc	Lake Mills	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000I94		Lake Mills	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000Hwy 14		Madison	Lone Rock	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000Hwy 151		Dubuque	Dodgeville	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000Hwy 151		Dodgeville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-15.12.15.300000Hwy 151		Madison	Waupun	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000I43		Beloit	Darien	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000I90/I39		Beloit	Janesville	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000I90/I39		Janesville	Madison	IMPASSABLE
2008-02-06-17.14.42.190000I90/I94/I39		Madison	Portage	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000I94		Oconomowoc	Lake Mills	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000I94		Lake Mills	Madison	ICE COVERED AND HAZARDOUS

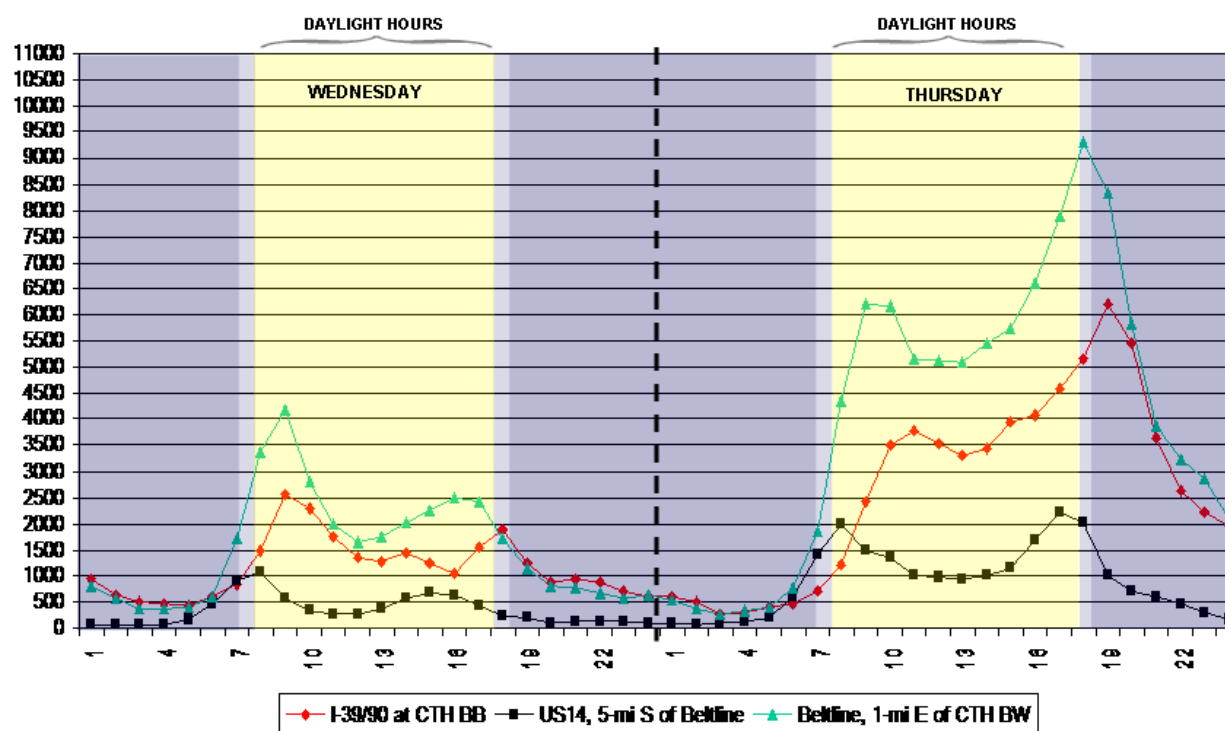
2008-02-06-17.14.42.190000Hwy 14	Madison	Lone Rock	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000Hwy 151	Dubuque	Dodgeville	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000Hwy 151	Dodgeville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-17.14.42.190000Hwy 151	Madison	Waupun	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000I43	Beloit	Darien	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000I90/I39	Beloit	Janesville	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000I90/I39	Janesville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000I90/I94/I39	Madison	Portage	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000I94	Oconomowoc	Lake Mills	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000I94	Lake Mills	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000Hwy 14	Madison	Lone Rock	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000Hwy 151	Dubuque	Dodgeville	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000Hwy 151	Dodgeville	Madison	ICE COVERED AND HAZARDOUS
2008-02-06-23.14.27.550000Hwy 151	Madison	Waupun	ICE COVERED AND HAZARDOUS

Appendix 1-2
 Department of Transportation
 Division of State Patrol
 Additional Hourly Traffic Volume Data

Other Southern Wisconsin Highways – Hourly Traffic Volume (February 4–8, 2008)



Other Southern Wisconsin Highways – Hourly Traffic Volume (February 6–7, 2008)



Appendix 2-1

Department of Military Affairs Division of Emergency Management Event Timeline

ITEM	AGENCY	DATE	TIME	EVENT - INCIDENT - INFORMATION - INQUIRY - ACTION - MESSAGE	ACTION TAKEN	WHO
001	WEM	5-Feb	1030	Rusty Kapela Called and said a large snowstorm was to hit. I asked Larry Reed to come to my office. Rusty requested a county call at 1:00	Larry asked Kent McLaughlin to set up a conference call for Southern county and appropriate State agencies.	
002	WEM	5-Feb	1300	NWS call - both Jane and Jan on the call	Received a briefing.	
003	WEM	5-Feb	1400	Meeting with Johnnie Smith, Larry Reed, Steve Peterson, and Bill Clare.	It was decided that we would activate at 8:00 p.m. with representation from DOT – Highways and State Patrol. Notified Jessica Erickson/Carla Vigue of Gov's office that we were going to activate the EOC got their contact info	
004	WEM	5-Feb	1420			
005	WEM	5-Feb	1630	Larry Reed, Lori Getter, Johnnie Smith, Brad Altman, Bob Fasik were scheduled for first EOC shift.	EOC staff scheduled.	
006	WEM	5-Feb	2020	The State EOC was activated at 8:00pm with representatives from State Patrol, DOT Highways and three staff including Administrator Smith.	EOC activated.	
007	WEM	5-Feb	2220	No major problems to report. Since 4pm we have had 22 runoffs and 8 Property damage accidents (does not include Cities of Whitewater, Delavan or Lake Geneva). At 11pm our highway dept. will have 6 plows attending to I-43 Hwy 12 and Hwy 50 until 4am when a full crew will be back out.	Continued to monitor activities.	
008	WEM	6-Feb	0025	<p>UPDATE: Storm's initial blow soft; big hit still to come</p> <p>REFERENCE THIS DOCUMENT IN FINAL</p> <p>By CHRIS RICKERT and BRITTANY SCHOEPP, Wisconsin State Journal</p> <p>February 5, 2008</p> <p>A snowstorm that blew into the Madison area this afternoon made things a little difficult for area commuters, forced the cancellation of many evening activities and prompted airlines to cancel flights.</p> <p>But snowfall totals so far haven't been as high as originally predicted, the National Weather Service said. The total in Madison as of 10 p.m. was 1.6 inches, with 1 to 3 inches around the region. Several counties that were predicted to be on the northern edge of the storm had seen no snow yet.</p> <p>The heavy snow was starting to move out of Nebraska and Kansas late Tuesday, the weather service said, so there is still the potential for a foot of snow to fall throughout southern Wisconsin.</p> <p>The heaviest snowfall was expected sometime overnight into Wednesday morning, and the storm isn't likely to wrap up until around noon Wednesday.</p> <p>In all, the Madison area could get up to 13 inches, although the highest accumulations will likely be closer to Lake Michigan, said Chris Kuhlman, a meteorologist with the National Weather Service station in Sullivan.</p> <p>"We have (Madison) on the border of around 10 inches," Kuhlman said.</p> <p>That could mean a tough slog to work Wednesday morning.</p> <p>"The (Wednesday) morning rush hour is going to be a challenge for folks," said Madison Streets Division spokesman George Dreckmann, who recommends commuters set their alarms about a half-hour early.</p> <p>Several area school districts, including Madison, canceled interscholastic games and night classes. La Follette and Memorial high schools in Madison also canceled orientation for incoming students tonight, although all Madison School Community Recreation activities were to go on as scheduled, said district spokesman Ken Syke.</p> <p>Lt. Alicia Rauch of the Dane County Sheriff's Office reported numerous slide-offs and minor crashes</p>	Distributed to EOC staff.	

				<p>throughout the county during the evening, especially on rural roads.</p> <p>"The secondary roads are not in good shape," Rauch said. She advised people who must drive to stick to the main roads, where there have not been many problems as the snow has largely held off so far.</p> <p>Madison Police Sgt. Sue Armagost said the city has only seen a few minor crashes. "We're holding our own right now," she said, reporting only a half-dozen crashes as of 8:30 p.m.</p> <p>At 10 p.m., the state Department of Transportation reported ice-covered and hazardous stretches on Interstate 39-90 between Janesville and Madison, on Interstate 90-94 between Wisconsin Dells and Tomah, and on Highway 14 between Lone Rock and Coon Valley. Passengers hoping for a flight out of the Dane County Regional Airport should call their airline to check on the status of their flight, or check the airport's flight information Web site, www.msnairport.com/flight/arrivals.aspx. At least 13 flights into Madison tonight have been cancelled, and several outgoing flights tonight have been cancelled or delayed.</p> <p>The Wisconsin Division of Emergency Management partially activated the State Emergency Operations Center to monitor the storm in case any emergency response efforts are needed. Staffing at the state's National Guard's 24-hour Joint Operation Center in Madison will also be increased overnight in case assistance is needed. Temperatures are expected to be in the upper 20s tonight and Wednesday.</p> <p>Plows will be out in force throughout the storm, Madison and Dane County officials said, but they will be concentrating on main roads.</p> <p>"The key for us is to get some salt down early in the storm to keep it from bonding to the pavement," Dreckmann said. The city will have 36 plows out for the duration of the storm, he said, concentrating on the city's main routes. Dane County Highway Superintendent Steve Haag said the county would have 58 plows out tonight. Major routes will be plowed around the clock but plowing was to stop on lesser-traveled roads at 8 p.m. and start again at 4 a.m. He said with the rain and warmer temperatures the last few days, salt that was previously spread gets washed away, "so you're pretty much starting over again."</p> <p>Some roads will be slippery, he warned. Each plow driver is responsible for 50 lane miles of road, but in a heavy storm, it can take up to two hours to cover that much area, he said.</p> <p>As of 10 p.m., the city of Madison had not yet declared a snow emergency, which puts into place alternate-side parking rules on the Isthmus.</p> <p>However, many other communities throughout the region, including Beloit, Monona, McFarland, Portage, Stoughton and Sun Prairie, have declared snow emergencies, most starting tonight.</p> <p>Many cities also reported delays in garbage and recycling collection over the next few days due to the storm.</p> <p>Madison's normal winter snow total is about 49 inches, Kuhlman said, but the city is already well above that average with about 60 inches of snow through 10 p.m. Including today's snow, it is the 37th time in the last 67 days — since Dec. 1 — Madison has seen measurable snowfall, according to weather service data. Trace amounts fell eight additional days.</p> <p>The storm could push Madison to within a foot of the snowfall record of 76.1 inches set in 1978-79.</p>		
009	DOT-SP	6-Feb	0545	From D-1, "Grant Co. Sheriff has put out an advisory recommending NO TRAVEL on any road in Grant Co., including USH 151." //BA	Distributed to EOC staff.	
010	WEM	6-Feb	0600	Larry Reed spoke with Rusty Kapela – Storm still to hit with large amounts	Distributed to EOC staff.	
011	WEM	6-Feb	0700	Lori Getter asked Larry and Steve if they wanted a State PIO in the EOC. They both replied no. There was discussion of possibly "closing the eoc" but having agencies log info on e-sponder from their own office	PIO's were not called in. EOC shift change. New staff for day shift.	
012	WEM	6-Feb	0820	<p>Rock County offices are closed today. County EM Director will be working from home. Information was received indicating that plows were being pulled off of all secondary roads to concentrate on keeping the Interstate open.</p> <p>Per Pat O'Connor</p>	Distributed to EOC staff.	

013	DOT-SP	6-Feb	0920	District 1 - Communications Center reports numerous slide offs and minor crashes over entire region.	Distributed to EOC Staff	
014	DOT-SC	6-Feb	0935	STOC communication.....Major crash at I-94 South at Rawson Road (Milwaukee) around 8:30AM. South bound lanes closed. There was a fatality. Jeff Western	Distributed to EOC Staff, monitored on cameras.	
015	WEM	6-Feb	1030	Teri Engelhart getting media calls – please respond – PIO called them back said EOC monitoring the storm	Called WEM PIO at home and provided briefing. PIO responded to media calls from home.	
016	DOT-SP	6-Feb	1110	WSP SW Region reports Green County pulling all plows until the wind dies down.	Distributed to EOC staff.	
017	DOT-SC	6-Feb	1140	The WisDOT Statewide Traffic Operations Center control room operators have sent the following incident information to you as a notice of considerable importance. DOT employees may contact the control room operators at the Statewide Traffic Operations Center (1-800-375-7302) for additional information. Incident Type: Multiple Jack-knife Accident County: Dane Roadway: IH 039S Direction: SB Cross Street: Mile Post 124 Lanes Affected: All lanes blocked (one direction) Time Incident Occurred: 10:55:00 AM Estimated Duration: more than 2 hours Additional Info: Multiple semi-trucks jack-knife blocking all lanes southbound I-39/90/94. Date and Time Posted: 2/6/2008 11:02:21 AM	Distributed to EOC staff.	
018	DOT-SP	6-Feb	1245	State Patrol SW Region reports Prairie Land Towing (Sun Prairie) has pulled its trucks off the road.	Distributed to EOC staff.	
019	DOT-SC	6-Feb	1255	The WisDOT Statewide Traffic Operations Center control room operators have reported that the following incident is now clear. Incident Type: Traffic Accident County: Milwaukee Roadway: IH 094E Direction: SB Cross Street: Rawson Ave, Milwaukee Lanes Affected: All lanes blocked (one direction) Time Incident Occurred: 8:46:00 AM Date and Time Cleared: 2/6/2008 12:31:34 PM Posted by Jeff Western	Distributed to EOC staff.	
020	WEM	6-Feb	1300	Lori Getter called EOC – Local TV reporting East Towne and West Towne malls are closing at 3 p.m.	Distributed to EOC staff.	
021	WEM	6-Feb	1300	Received phone call advising that West Towne and East Towne malls will be closing at 1500. Information was passed on to members staffing the EOC. Paul France	Distributed to EOC staff.	
022	WEM	6-Feb	1330	Lori Getter called EOC – received sit rep from Dane County – closing non-essential Gov services	Distributed to EOC staff.	
023	DOT-SP	6-Feb	1335	State Patrol and DNR are creating a strike team using DNR's 4X4 vehicles to patrol the interstates in the SW Region. Troopers will ride with Wardens to ensure stranded vehicles are checked and parties are taken to safety as needed. Five warden vehicles are staging at the Deforest Post. DAVID WOODBURY CALLED THE EOC AND COMMENTED ON THE HIGHWAY CONGESTION. Dave Pabst indicated the snow was getting heavier, squad cars are having difficulties maneuvering in the conditions.	Distributed to EOC staff.	
024	WEM	6-Feb	1340	Milwaukee County Sheriff's Office, Emergency Management Bureau was notified by Milwaukee County Airport Fire Department, Chief Ann Brottlund, at 1320hrs, that General Mitchell International Airport will be closed due to low visibility and there is currently no estimated time for reopening the airport. Paul France	Distributed to EOC staff.	

025	WEM	6-Feb	1345	Received call from Pat O'Connor that Dane County has shut down all non-essential government offices effective 1300hrs. Paul France	Distributed to EOC staff.	
026	WEM	6-Feb	1425	Ryan Lobenstein – assignment editor of NBC 15 called. He has a reporter at a standstill along I-90 near Stoughton. I told him to have Evrod Cassiny call me.	PIO called to notify EOC.	
027	WEM	6-Feb	1500	Request from WISC to film the activity in the EOC.	I conferred with COL Donovan who concurred. The film crew arrived approximately 1540, completed their interviews and filming and left at approximately 1615. Since we had unverified reports of a 30 car accident on I-43, south of Sheboygan we elected to remain in the EOC past the scheduled deactivation time of 1630. Posted by Jerry Haberl	
028	WEM	6-Feb	1500	Ch. 15 goes live with Evrod Cassiny about backup	PIO called EOC to notify staff and turn on channel 15.	
029	WEM	6-Feb	1510	Evrod Cassiny calls me – tells me he has been at a standstill since noon. They have tried state patrol and Dane county dispatch – no one is helping him or telling him information. I told him I would call the EOC and get back to him- Lori Getter	PIO called EOC.	
030	WEM	6-Feb	1515	Call EOC – told Teri about backup – asked to speak to Dave Pabst. Told Dave what I had learned and gave him Evrod's cell number	PIO called EOC.	
031	DOT-SC	6-Feb	1515	The WisDOT Statewide Traffic Operations Center control room operators have EDITED following incident. DOT employees may contact the control room operators at the Statewide Traffic Operations Center (1-800-375-7302) for additional information. Incident Type: Multiple Jack-knife Accident County: Dane Roadway: IH 039S Direction: SB Cross Street: Mile Post 124 Lanes Affected: Two left lanes Time Incident Occurred: 10:55:00 AM Estimated Duration: more than 2 hours Additional Info: Right lane is now open. Date and Time Posted: 2/6/2008 3:08:55 PM Posted by Jeff Western	Distributed to EOC.	
032	WEM	6-Feb	1530	CH. 27 is airing calls from stranded motorists.	PIO called EOC.	
033	WEM	6-Feb	1535	Lori Getter call eoc – tell them to turn on CH. 27 and 15 - was also told about a wreck at I-39 in Sheboygan County	PIO called EOC.	
034	WEM	6-Feb	1535	Changed EOC TV to Channel 15 per PIO's request.	NG PIO asked to change to Channel 3 because they were filming in the EOC. At that point we missed 15's report on situation from their reporter.	
035	WEM	6-Feb	1540	Lori Getter sent an e-mail to Jessica Erickson of the gov's office about the I-43 event	Jessica responded to keep the Gov's office in the loop.	
036	WEM	6-Feb	1545	Evrod calls. He said a Capt. McMenamin of state patrol called him but there was nothing he could do for him - I told him I would call the EOC again	PIO called the EOC.	
037	WEM	6-Feb	1550	Ch. 27 called wanted to know what is going on	PIO called the EOC.EOC staff asked DOT WSP to verify.	

038	DOT-SC	6-Feb	1555	<p>The WisDOT Statewide Traffic Operations Center control room operators have EDITED following incident. DOT employees may contact the control room operators at the Statewide Traffic Operations Center (1-800-375-7302) for additional information.</p> <p>Incident Type: Weather, Snow roadway conditions County: Sheboygan Roadway: IH 043N Direction: NB Cross Street: Cedar Grove Rd Lanes Affected: All lanes blocked (one direction) Time Incident Occurred: 2:51:00 PM Estimated Duration: unknown Additional Info: All lanes are blocked I-43 northbound at Cedar Grove road, because of blowing snow (low visibility). UPDATE: 1 lane open, traffic is moving at 5 mph Date and Time Posted: 2/6/2008 3:52:02 PM</p> <p>Posted by Jeff Westen</p>	Distributed to EOC staff.	
039	DNR-EF	6-Feb	1555	DNR and State Patrol are working as joint teams to check road conditions and provide assistance and assess road conditions. Seven (7) wardens with vehicles are working in Dane and Rock Counties. One (1) warden and vehicle is in the area and can be deployed quickly. Two Bureau of Law Enforcement personnel are assisting in the State Emergency Operations Center (SEOC).	Distributed to EOC staff.	
040	WEM	6-Feb	1600	all three Madison TV stations air breaking news about the event – I then call the EOC – was told they were thinking of shutting down – I told them they can't – people are stuck in traffic	Asked DOT WSP to verify traffic back up.	
040	WEM	6-Feb	1605	Columbia County will be pulling all plows off the roads @ 1900hrs and concentrate on the Interstate and 151. Paul France	Verified through Columbia county and distributed to EOC staff.	
042	WEM	6-Feb	1605	Green County is pulling all plows off the roads effective immediately! Paul France	Distributed to EOC staff.	
043	WEM	6-Feb	1610	Rock County is reporting wind gust of up to 50-60 m.p.h. Paul France	Distributed to EOC staff.	
044	WEM	6-Feb	1615	Called Dave Pabst again – told him they are getting no help. Also I was getting media questions about what stranded motorist should do – stay in their cars?	PIO called EOC.	
045	WEM	6-Feb	1650	Had numerous media calls since 1600 - and called back to the EOC - none are able to contact state patrol for info.	Notified DOT WSP EOC rep.	
046	WEM	6-Feb	1700	All three TV stations leading with the backup and that stranded motorists could not get any info-PIO call EOC. Reporting cars on both sides of interstate as far as one could see are sitting and have been that way for 4-5 hours.	PIO called EOC.	
047	WEM	6-Feb	1715	At this time having no pressing reports of large scale accidents or blockages the EOC staff began to discuss deactivating. After discussion we decided to deactivate at 1800. This would allow us 45 minutes to begin to notify our agencies and stakeholders that the EOC would be shut down. Part of our discussion centered on the lack of incidents we noted while monitoring esponder event logs from several counties including Milwaukee which was where the storm was expected to be most severe. Posted by Jerry Haberl	EOC remained open.	
048	WEM	12-Oct	1730	Time is approximate. Kathy K., Dane County EM called the EOC and requested a conference call with EM and the WSP rep in the EOC. Posted by Jerry Haberl	OIC arranged the conference call with DOT WSP rep. OIC and Dane county.	
049	WEM	6-Feb	1735	Johnnie Smith called the DO phone -	Gave him an update of PIO calls and gave him the EOC number.	

050	WEM	6-Feb	1740	Conducted a conference call with Dane Co, WEM and WSP Rep Dave Pabst, and MAJ Czarnecki .Also on the call in the Dane County EOC was the Sheriff's OIC, the Coroner, and the 911 operations supervisor. Kathy informed us that they had reports of 1000 cars stuck on I-30 at mile marker 154 and that motorists were running low on fuel. The blockage was estimated to be 4-5 miles in length. The 911 supervisor indicated that stranded motorist calls had been coming in throughout the afternoon and that since they were not medical calls, accidents or other emergencies they were forwarded to WSP dispatch. Agreed to gather additional information and conference again with WSP Dist 1. Posted by Jerry Haberl.	Notified District 1 that we would be conducting a conference call with Dane county the DOT WSP rep NG and OIC.	
051	WEM	6-Feb	1800	All three TV stations continue leading the newscasts with backup with eyewitnesses on cell phones providing accounts.	PIO called EOC.	
052	WEM	6-Feb	1810	PIO called EOC told them about newscasts	Distributed to EOC staff.	
053	WEM	6-Feb	1830	Second conference call. WSP reports the blockage extends to Rock Co, cars are moving but very slowly due to traction problems, the WSP is calling tow trucks but will need heavy wreckers due to the large number of semi's involved. WSP requested Dane Co to provide snowplows with salt and sand to provide needed traction for the wreckers. WSP has two wreckers on scene who were attempting to pull vehicles away from the blockage but were forced to pull them to the nearest exit due to road conditions. Wreckers carry spare fuel for stranded motorists. Posted by Jerry Haberl.	Inquired about availability of snow plows to assist tow truck drivers.	
054	WEM	6-Feb	1830	Dane County HWY commissioner was brought into the conference call and consulted concerning availability of snow plows. He indicated there were 2 plows at mile marker 154. Ensuing discussion on the degree of difficulty in moving the semis due to traction problems. Since the motorists apparently have been stranded for several hours there was discussion on providing food and water to the occupants of these vehicles. If NG could be activated they have the ability to deliver food and water to a staging area but do not have the vehicles necessary to deliver to the stranded motorists. It was decided that Dane county would activate three snowmobiles to begin an assessment and to check on welfare and that if the guard could be activated would set up a staging area to deliver the food and water for transfer to a snowmobile or ATV. Posted by Jerry Haberl.	Discussed strategy for providing food and water with NG. Began the process of requesting NG activation. Made calls to LOS.	
055	WEM	6-Feb	1845	Received call from WEM PIO advising that NBC 15 has called again wanting to know what is being done to help stranded motorists. Paul France	Made contact with Dane County EOC and spoke with PIO; advised Dane County to get in contact with State Patrol D1 PIO and coordinate with the media to get information out to the public. Advised that 2 messages and an email have been left for State Patrol PIO.	
056	WEM	6-Feb	1845	Ryan for NBC 15 calls PIO again - can we do anything?	PIO called EOC told them media are not getting info and that state patrol and Dane County emergency management need to contact the press.	
057	WEM	6-Feb	1920	Dane County HWY commissioner was consulted concerning availability of snow plows. He indicated there were 2 plows at mile marker 154.	Distributed to DOT WSP and NG.	
058	WEM	6-Feb	1931	Made contact with WEM Administrator.	Provided a brief update.	
059	WEM	6-Feb	2000	Attempted to call both Linda Palmer at SP-D1 (tried 3 different numbers, all busy) and J. McLellan at Dane County. First call to Dane County was transferred to J's desk; second call was answered by someone else saying J was on the phone, so left a message that WEM was trying to coordinate a press briefing between WEM, SP and Dane County and that he needed to call either Lori Getter or Linda Palmer immediately.	Left a message with Dane county EOC and talked to WEM PIO.	

060	WEM	6-Feb	2030	PIO now at the EOC.	Decided to do a media conference call at 2115 with the 4 major players - state patrol, National Guard, Dane County, and Emergency Management. Jessica was going to listen in. Worked with Jessica Erickson and Tim Donovan on a press release on the state of emergency.	
061	WEM	6-Feb	2110	Pat O'Connor called and said that Rock County had set up a couple of shelters at Comfort Inn and Suites, the Anchor Inn and the Salvation Army.	Distributed to EOC staff.	
062	WEM	6-Feb	2115	Press conference was held.	PIO moderated it with Capt. Lee McMenamin of State Patrol, LTC Tim Donovan, and J. McLellan of Dane County Emergency Management. Madison and Milwaukee and some Chicago media on the call.	
063	WEM	6-Feb	2115	Ensuing discussion on the degree of difficulty in moving the semis due to traction problems.	Consulted with DOT WSP and NG.	
064	WEM	6-Feb	2137	Called Lynsey Kowski and requested that she report to the EOC.	Lynsey reported.	
065	WEM	6-Feb	1900-2200	<p>Due to the large number of calls made and received during this period and the number of discussions and inquiries the OIC was unable to sufficiently log all items. Therefore times are not available but will list items that were discussed to the best of my recall.</p> <p>After returning the conference call began making notifications to LOS and began the process of requesting NG Activation.</p> <p>Made telephone contact with Johnnie Smith. Rec'd another call from Dane County indicating that;</p> <ul style="list-style-type: none"> • Snowmobiles were being deployed to assess the situation and to check welfare. 11 snowmobiles and 7 ATV's and a snowmobile club was on standby • Colored ribbons would be placed on the antenna after assessment. • Dane county's traffic vehicle will be dispatched to the scene with extra fuel. • A staging area will be established at the Coachman's Inn where the NG can deliver MRE's and water. • Chief Lamers will be the IC at the staging area. • Comm's will be on Dane county channels A&C • Dane county would like NG to provide blankets and personal items included with the food and water. • Dane county requests a WSP IC and PIO • Dane County Sheriff is requesting an MOU or letter of request from WSP for this response. • DNR will activate snowmobiles to assist. 	Continued to make notifications and answer phone calls and participate in discussions with NG and DOT WSP. Information was passed to NG and DOT WSP. Informed DOT WSP that Dane county was requesting an IC PIO and an MOU or a letter of request from DOT WSP.	
066	WEM	6-Feb	1900-2200	Rec's a call from Randi Milsap. Randi asked me to contact the TAG and ask for an activation. She said she would be standing by to offer assistance. Salvation Army has established a shelter. Reports of 30 people in the conference room at the Comfort Inn in Newville. Participated in a conference call with Col. McCoy and the TAG. TAG was updated on the situation. OIC was asked by the TAG if we had eyewitness reports and I answered in the affirmative. Randi called to say that she was emailing and Emergency Declaration to EOC OIC. Rec'd email and gave a copy to Col. Barron. Dane County called again to request an MOU from WSP. Rec'd cell phone numbers and radio frequencies for the IC at Coachman's - relayed to NG. Dane County calling to inquire about the NG ETA. Dane County called to say they didn't feel that the declaration should be for Dane County but rather for the WSP. Dane County stated that they have no recollection of asking for NG assistance.	Passed information on to Col. McCoy. Provided copy of emergency declaration to Col. Barron. Informed DOT WSP that Dane county wanted an MOU.	
067	WEM	6-Feb	2200	Dave Janda from Dane County EM called and said that they would NOT be requiring shelters, they would not be using the identified shelters in Rock County.	Distributed to EOC staff.	

068	WEM	6-Feb	2200	WEM EOC participated in a conference call with Rock, Dane Counties and State Patrol. Learned there was a shortage of gas cans.	PIO contacted all 6 truck stops between Madison and Rockford, IL and asked them to tell motorists and truck drivers not to go on I-90 towards Madison. There were all going to do that and put signs on their doors. In addition, I got info on gas cans and contacted Shirley Connors, Rock County.	
069	WEM	6-Feb	2210	Phone call from Mike Diekoff (DNR) he is at 155 southbound and reports; <ul style="list-style-type: none"> • One lane open south bound • Northbound lane not moving • Two snow plows and three tow trucks are operating • Tow trucks are pushing semi's up the hill allowing plows to plow behind them • A snowmobile is in the area and it appears to be "tough driving even for snowmobiles" • Approximately 8 semi's are heading up the hill "maybe" • WSP officers are attempting to wake up semi drivers to get their trucks moved posted by Jerry Haberl 	Informed EOC staff, NG and DOT WSP.	
070	WEM	6-Feb	2225	Press release with Governor's State of Emergency released.	Issued to media.	
071	WEM	6-Feb	2230	Briefing: OIC: Became aware of the situation on I-90 at 5:45 p.m. First estimates were around 1000 cars and the blockage 19 miles long. Now the estimate is closer to 500 vehicles. State Patrol: Noted that mostly semis involved. Problem is getting vehicles up the hill. Only one semi can get up the hill at a time. Must keep reapplying salt and sand. State Patrol feels that there are enough tow and salt trucks to do the job at this time. State Patrol partnered up with DNR Warden Service during the day assessing road situations. State Patrol OIC is Lindgren. The PIO is Lee. DNR: There are 4x4s at Janesville service center. Nine snowmobiles are deployed--out of Janesville service center. Two snowmobiles are in the incident command post. The start of the line of vehicles mile marker 145, tail of line at mile marker 171. DNR was asked to work from south to north. National Guard: 12 Hummers with water and MREs on their way to Coachman's Inn. Aircraft ready to take off for observation. Food will be switched to DNR wardens and their snowmobiles and taken out. PIO: Press conference was held at 9:40 p.m with Dane County, State Patrol, Governor's Office, National Guard, and all local media. State of Emergency declared for Rock and Dane counties. Next briefing at 11:20 p.m.	EOC briefing conducted.	
072	WEM	6-Feb	2230	Kathy Krusic called and reported that county staff at the North Division ICP (Coachman's Inn) had no visuals so far of the Humvees that were sent out.	EOC provided her with the number of a Humvee driver.	
073	WEM	6-Feb	2245	I spoke to Sgt Gary Bauer who is at the Snowmobile Command Post at the Coachman, MP 156. Traffic is moving NB at 15-20 mph. Report was that SB was also stalled. A UPS truck had crashed but has since been cleared out of the way so traffic is flowing.	Distributed to EOC staff.	
074	WEM	6-Feb	2300	Press conference call.	Conference call held.	

075	WEM	7-Feb	0450	Several conference calls have occurred from midnight until 4:00 a.m. with Dane County, District 1, Rock County, the State EOC, and Incident Command (both posts north and south).	The 3:45 a.m. conference call discussed the observations of the Blackhawk flyover as well as locating snowmobiles to assist in the waking of sleeping semi drivers/determining the needs of stranded motorists.	
076	WEM	7-Feb	0800	Press conference call.	The media requested a formal press conference this morning.	
077	WEM	7-Feb	0845	PIO contacted Jessica Erickson to set up a press conference.	It was decided that State Patrol Superintendent Dave Collins, WEM Larry Reed, and someone from Rock and Dane Counties would participate. It will be held at 1100.	

Appendix 2-2

Department of Military Affairs Wisconsin National Guard (Joint Operations Center) Event Timeline

ITEM	AGENCY	DATE	TIME	EVENT - INCIDENT - INFORMATION - INQUIRY - ACTION - MESSAGE	ACTION TAKEN	WHO
001	WING	5-Feb	1300	WEM teleconference for winter storm is in progress.	Operations NCO, JOC NCOIC, Public Affairs Officer, SJA Representative attended conference.	JOC NCOIC
002	WING	5-Feb	1345	Prepare Commander's Assessment Element (CAE) for winter storm response in the event that element is requested.	CAE Expedition moved to drill floor.	Watch NCO #1
003	WING	5-Feb	1400	Operations NCO drafted Executive Summary for distribution to WING Senior Leadership and Staff	Reviewing and editing	Watch NCO #1
004	WING	5-Feb	1430	WEM requests the JOC notify WEM personnel via 3N of partial activation of EOC at 2000 on 05 FEB 08.	3N Notification message sent out to WEM group.	Watch NCO #2
005	WING	5-Feb	1446	Provide situation awareness to Senior Leadership, Operations personnel, and MSCs by distributing Executive Summary #2	Publish and distribute EXSUM #2	Watch NCO #1
006	WING	5-Feb	1515	Warning Order #1 to OPOD 08-04 is received from Operations NCO - awaiting approval from acting Joint Chief of Staff, acting JCofS	Preparing WARNO for distribution.	Operations NCO
007	WING	5-Feb	1520	Watch NCO #6 contacted WI-JOC confirming that he did receive the request from JOC NCOIC to report for his shift early.	Logged	Watch NCO #1
008	WING	5-Feb	1545	Designated Watch NCO #7 as standby person for second shift.	Logged	Watch NCO #1
009	WING	5-Feb	1600	Warning Order #1 to OPOD 08-04 is sent out to Senior leadership, Operations personnel, and MSCs.	WARNO is sent out via e-mail; notified senior leadership and staff via 3N of publication	Watch NCO #1
010	WING	5-Feb	1600	Shift change. WI-JOC was directed to increase routine manning to elevated operations by maintaining two watch NCO's on 2nd and 3rd shifts	Brief Watch NCO #3 on current conditions, forecasted conditions, and actions taken.	Watch NCO #1
011	WING	5-Feb	1610	acting JCofS called WI-JOC to inform that COL Carriello will be the JTF Commander.	Inform Operations NCO and Operations Officer of this by contacting them at 1645	Watch NCO #3
012	WING	5-Feb	2010	WEM PIO called to inform us that the EOC has partially activated.	Notified JOC personnel	Watch NCO #3
013	WING	5-Feb	2100	Operations NCO contacted WI-JOC requesting status update.	Nothing Significant to Report. Call logged.	Watch NCO #3
014	WING	5-Feb	2130	Prepare for tracking Winter Storm II information, reports, orders, operations, and traffic.	Created folder for Winter Storm II on Joint Staff share drive under Current_OPS	Watch NCO #3
015	WING	5-Feb	2150	NGB called to inquire about WI-JOC status concerning Winter Storm II.	Informed NGB that WI-JOC has not activated. Will contact NGB if status changes.	Watch NCO #3
016	WING	5-Feb	2200	Watch NCO #6 reported to the JOC for staffing plus.	Logged	Watch NCO #4
017	WING	6-Feb	0230	Watch NCO #4 arrives at JOC for staffing plus.	Logged	Watch NCO #4
018	WING	6-Feb	0430	acting JCofS arrives at WI-JOC to receive weather update and status.	Provide acting JCofS with weather update via NOAA.	Watch NCO #4

019	WING	6-Feb	0454	DNR contacted WI-JOC returning a page that they had received. Page was more than likely 3N message sent 05 FEB 08.	Provide an update with current weather situation throughout state, to include weather warnings.	Watch NCO #6
020	WING	6-Feb	0500	128th ARW reports they will remain open and operational. There is currently not enough snow to cancel operations.	Call logged.	Watch NCO #4
021	WING	6-Feb	0500	Operations NCO called for a situation update.	Provide information on weather warnings using NOAA.	Watch NCO #4
022	WING	6-Feb	0500	Operations Officer reports to JOC for duty	Logged	Watch NCO #4
023	WING	6-Feb	0530	Operations NCO reports to JOC for duty	Logged	Watch NCO #4
024	WING	6-Feb	0600	JOC NCOIC and Watch NCO #5 reported to JOC for duty	Logged	Watch NCO #4
025	WING	6-Feb	0600	Received call from 128th ARW Commander at 128th ARW CP. The CP will remain open, monitor weather, and continue to update the WI-JOC.	Call logged.	Watch NCO #4
026	WING	6-Feb	0625	Deputy J3 called to receive update on weather situation. Questioning whether or not Senior Leadership (Brig Gen Dunbar, JCoFS, and Deputy J3) should make trip home, or extend reservations.	Could not provide current weather conditions at present time. Deputy J3 will call back in 5 minutes for weather update.	Watch NCO #5
027	WING	6-Feb	0630	Deputy J3 called back to receive weather update.	Informed Deputy J3 that weather will be getting much worse soon. Provided information using NOAA.	Watch NCO #5
028	WING	6-Feb	0630	Begin writing EXSUM #3 to provide situation awareness for Senior Leadership, Operations personnel, and MSCs.	Information is being consolidated pulling reports and alerts from: NOAA, DOT, State Patrol, and local media.	Watch NCO #6
029	WING	6-Feb	0701	Provide situation awareness to Senior Leadership, Operations personnel, and MSCs by distributing Executive Summary #3	Publish and distribute EXSUM #3	Watch NCO #6
030	WING	6-Feb	0845	Reviewing Rommander's Critical Information Requirements. PIR 2d (Winter Storm / Blizzard / Lake-Effect Snow Warnings in the AO/AI) has been tripped.	Notify J3 personnel that PIR 2d has been tripped verbally.	Watch NCO #5
031	WING	6-Feb	1020	Contacted S. Lucas for commercial airfield report for Dane County Regional	Runways all closed except one which is very poor	Watch NCO #1
032	WING	6-Feb	1030	Received word from WEM that a serious accident has occurred in the Milwaukee area.	Will investigate the accident.	Watch NCO #1
033	WING	6-Feb	1045	A traffic accident has occurred at I-94 Southbound and Rawson Ave. A semi and 5 vehicles are involved with one fatality. The freeway is closed until further notice. Per DOT website, all lanes blocked in southbound direction. Incident occurred at 0846, estimated duration is longer than 2 hours.	Contacted the Milwaukee/Waukesha Traffic Ops Center at 414-227-2166 and reviewed DOT website to gather information. Publish article in WI-JOC Daily SITREP. Informed JOC personnel	Watch NCO #1
034	WING	6-Feb	1145	WI-JOC Daily SITREP 06 FEB 08 includes I-94 accident and shut down article as well as current Winter Storm II update in SIGNIFICANT EVENTS section.	WI-JOC Daily SITREP sent out to SITREP distribution list. List includes Senior Leadership, Operations personnel, and MSCs.	Watch NCO #1
035	WING	6-Feb	1230	I-94 southbound lanes at Rawson open - watched snow plows on DOT cameras clearing lanes	Informed JOC personnel	Watch NCO #1
036	WING	6-Feb	1240	WEM notifies WI-JOC staff of a NWS weather teleconference at 1400.	Informed Operations Officer and Operations NCO	Watch NCO #1
037	WING	6-Feb	1400	Army Deputy Adjutant General, Air Deputy Adjutant General, Operations Officer, Operations NCO attend NWS Conference Call in EOC	Operations NCO drafts Executive Summary with updated weather information	Operations NCO
038	WING	6-Feb	1442	Provide situation awareness to Senior Leadership, Operations personnel, and MSCs by distributing Executive Summary #4	Publish and distribute EXSUM #4	Operations NCO
039	WING	6-Feb	1720	Receive call from Watch NCO #4 on her way to the JOC. Reports that I39/90 southbound is backed up for miles north of Hwy N.	Contact State Patrol dispatch, DOT, and inquire through WEM to gain information concerning HWY back up.	Watch NCO #3
040		6-Feb	1730	Break in on news reporting on stopped traffic on I39/90. acting JCoFS received report from WEM that I39/90 WB was stopped and that I39/90 EB was 'trickling through' of traffic	acting JCoFS asked staff to attend 1800 meeting with WEM and begin preparing courses of action.	acting JCoFS

041	WING	6-Feb	1800	Meeting is held at the EOC concerning interstate backup.	acting JCofS, Operations Officer, Operations NCO, JOC NCOIC attends the meeting.	JOC NCOIC
042			1810	RFIs received from meeting. 1. Does WING have HMMWVs available? 2. What are HMMWV capabilities in the snow? (tire chains?) 3. Does the WING have dump trucks available for hauling and spreading sand? 4. Does the WING have snow plows? 5. Does the WING have snowmobiles? 6. Does the WING have busses? 7. Does the WING have water and food available? 8. Can the WING provide gasoline and cans?	1. Yes. 2. HMMWVs are marginal in the snow - we do not have tire chains. 3. We have dump trucks but do not have spreaders. 4. No 5. No. 6. Yes. 7. We may have food available in limited quantities but not water. 8. We have gas cans but only have JP-8 fuel on hand. There was no request for assistance.	acting JCofS, Operations Officer, Operations NCO, JOC NCOIC
043	WING	6-Feb	1815	acting JCofS and Operations Officer contact 32d Brigade XO concerning using his units in Janesville and Madison in Winter Storm II response operations.	32d Brigade XO will alert 105th Cav Commander, 105th Cav (Madison) and 132d Spt Bn XO, 132d BSB (Janesville)	Watch NCO #4
044	WING	6-Feb	1824	32d Brigade XO calls 105th Cav Commander	Initial coordination for use of 105th Cav	105th Cav Ops Officer
045	WING	6-Feb	1830	acting JCofS, Army CofS, and Operations Officer contact 105th Cav Commander and 132d Spt Bn XO to coordinate response operations to interstate backup.	Logged	Watch NCO #4
046		6-Feb	1841	105th Cav Commander called Troop A Commander instructing him to alert soldiers for manning two HMMWV crews	Calls made	105th Cav Ops Officer
047	WING	6-Feb	1845	acting JCofS and Operations Officer meet to discuss what capabilities WING could provide.	Determined availability of resources	Watch NCO #4
048		6-Feb	1846	105th Cav Commander called Troop B Commander instructing him to alert soldiers for manning two HMMWV crews	Calls made	105th Cav Ops Officer
049	WING	6-Feb	1850	Watch NCO #5 begins gathering hand-held radios in the event that National Guard forces are requested to assist in response operations.	Radios are gathered from the JOC-FWD. Ensure that all batteries are charged and ready for use. COMMs checks conducted within JOC.	Watch NCO #5
050		6-Feb	1855	105th Cav Commander directed SFC Gerrits to report to Ft Atkinson armory. SSG Dickson (supply NCO) would arrive later.	Logged	105th Cav Ops Officer
051	WING	6-Feb	1902	HHT 105th Cav Supply NCO (supply NCO) began starting vehicles in Madison motor pool (15 x HMMWVs, 2 x 5 Tons)	Logged	105th Cav Ops Officer
052	WING	6-Feb	1903	105th Cav Soldier 1 arrived at 105th CAV (Madison) and begins making phone calls to alert and assemble soldiers.	Logged	105th Cav Ops Officer
053	WING	6-Feb	1908	Operations Officer contacts 105th Cav Commander and directs him to crew 15 HMMWVs and two 5-tons. Coordinated to pick up water from Cub Food and TOTMs from 115FW.	Logged	105th Cav Ops Officer
054	WING	6-Feb	1915	Coordinating TOTM and water pickup for distribution in the event that forces are requested to assist in response operations. JOC estimates 200 cars per mile per lane, 1,000 cars total, three passengers per car. Total of 3,000 bottles required.	TOTMS are being coordinated for pickup through the 115FW, who stated they have 420 on hand. Water purchase is being coordinated through east side Wal-Mart. While waiting for a return call from Wal-Mart, called Cub Foods at 1930, who has water on hand.	Watch NCO #4
055	WING	6-Feb	1940	Two pallets of water were purchased from Cub Foods on East Side of Madison with WEM Duty Officer's state purchase card. A total of 3,456 bottles have been purchased.	Two pallets of water, 72 cases per pallet, purchased. Charged \$358 for one pallet, with one pallet donated.	Watch NCO #4
056	WING	6-Feb	1945	105th departs to Cub Foods to pick up water.	Logged	105th Cav Ops Officer
057		6-Feb	2000	WEM discussion on potential use of Coachman's golf club for staging area - can we get there?	WEM is investigating. No request for assistance.	acting JCofS
058		6-Feb	2005	Received confirmation that Coachman's will be used for ICP, Stoughton Fire Chief is IC and that it will be the staging area.	Received tac and comm frequencies from EOC reps.	acting JCofS, Operations NCO

059		6-Feb	2015	Watch NCO #5 contacts AASF #2 Commander to determine how long it would take to launch helicopters.	AASF #2 Commander states 2 1/2 to 3 hours from alert to aircraft in the air	Watch NCO #4
060	WING	6-Feb	2027	105th arrives at Cub Foods to pick up water	Two pallets of water loaded on a 5-ton truck - returning to 1420 Wright St	105th Cav Ops Officer
061	WING	6-Feb	2030	105th Cav Platoon Leader #1 of 105th en route to pick up TOTMs at 115FW.	TOTMs loaded on a 5-ton truck - returning to 1420 Wright St	105th Cav Ops Officer
062	WING	6-Feb	2036	acting JCofS approves the use of the Janesville Armory as staging area by CPT Davis of Janesville PD.	Operations Officer notified Janesville Armory of decision	Watch NCO #4
063	WING	6-Feb	2045	Brig Gen Dunbar approves the usage of National Guard Aviation assets.	Watch NCO #5 contacts AASF #2 Commander to coordinate aviation asset activation. 115th FW notified by JOC NCOIC to plow the ramp of AASF #2	Brig Gen Dunbar, Watch NCO #5, JOC NCOIC
064	WING	6-Feb	2050	Watch NCO #5 moves to 1420 Wright St Armory delivering radios and SA to 105th CAV personnel. Will provide instruction on communication.	Radios were hand-receipted to HHT 105th Cav Supply NCO. Instructed to operate on RPTR 1.	Watch NCO #5
065	WING	6-Feb	2057	Initial SPOTREP Wisconsin I-90 Response to Winter Storm sent to all JOC Distro lists	Distributed via e-mail	Watch NCO #4
066	WING	6-Feb	2110	105th Cav 5 Ton with TOTMs returns to 1420 Wright St	vehicles staged for convoy	105th Cav Ops Officer
067	WING	6-Feb	2117	Brig Gen Dunbar talked to Governor's office recommending emergency declaration for Dane and Rock counties. Need to get people there - concern over loss of life. WING soldier/airman status not a concern, reports say that people may have been out there since 1500 (six hours), maybe longer	TAG informed acting Joint Chief of Staff	acting JCofS
068	WING	6-Feb	2120	Teleconference in JOC Conference Room with WEM, Governor, and Media	acting JCofS, Army CofS attend the teleconference	Watch NCO #4
069	WING	6-Feb	2125	Notified of 4 HMMWVs from 105th CAV with 9 soldiers rolling from Watertown Armory to Madison	Notified J3 personnel and acting JCofS	Watch NCO #4
070		6-Feb	2132	Teleconference with Brig Gen Dunbar and Johnnie Smith (WEM Administrator) to discuss situation	Informed Brig Gen Dunbar of current military situation	acting JCofS
071	WING	6-Feb	2142	Requested 105th CAV Personnel Status Report (PERSTAT) from 105th Cav Commander	Logged	Watch NCO #4
072	WING	6-Feb	2140	Received call from Staff Judge Advocate- is on his way to the JOC. Stated he would like e-mail when we receive Governor's declaration of emergency	Logged	Watch NCO #4
073	WING	6-Feb	2152	Notified of draft of EXEC Order for Governor to order a state of emergency by Randi Milsap	notified Staff Judge Advocate	Watch NCO #4
074	WING	6-Feb	2200	AASF #2 called – Aviation ready to go (2 x UH-60)	Notified J3 personnel and acting JCofS	Watch NCO #4
075	WING	6-Feb	2205	Received verbal approval of Governor's Emergency Declaration	Notified JOC personnel and WING leadership	
076	WING	6-Feb	2230	Received inquiry from G1 asking if SAD orders needed to be produced by the G1.	Notified COL Bruns that we would require SAD orders	Watch NCO #4
077	WING	6-Feb	2230	Received draft Governor's Declaration of Emergency	Notified J3 personnel and acting JCofS	Watch NCO #4
078	WING	6-Feb	2230	105th Soldiers assembled, final personnel and vehicles prep completed. Watertown Soldiers and 4 HMMWV from Watertown arrive. COMMs established with WI-JOC.	Logged	105th Cav Ops Officer
079	WING	6-Feb	2040	Informed that Johnnie Smith had a family emergency and was departing the area. Mr. Steve Peterson is the WEM POC	Notified JOC personnel	acting JCofS
080	WING	6-Feb	2243	SPOTREP #2 Wisconsin I-90 Response to Winter Storm sent to all JOC Distro lists	Sent via e-mail	Watch NCO #4
081	WING	6-Feb	2245	105th Cav First Sergeant #1 and 105th Cav Commander provide safety brief to 105th CAV personnel.	Chalk 1 departs with 2x 5-Ton and 6x HMMWV.	Watch NCO #4
082	WING	6-Feb	2254	First AASF #2 aviation mission take off – callsign Lance 70	Notified J3 personnel and acting JCofS	Watch NCO #4
083	WING	6-Feb	2300	Chalk 2 of 105th CAV departed-10 personnel with 4 HMMWVs	Notified J3 personnel and acting JCofS	Watch NCO #4

084		6-Feb	2300	acting JCoFS talked to Janesville PD CPT - State Patrol told them to stand down and that it's a State Patrol issue, but Janesville is still getting 911 calls. Janesville PD CPT and acting JCoFS were frustrated - he said Janesville Armory probably not needed, but hotels were booked solid. Salvation Army has 100 beds available in shelter, and Janesville is putting out a press release for the shelter.	Continued to keep Janesville Armory manned and ready should it be needed.	acting JCoFS
085	WING	6-Feb	2310	Received radio COMMs from Lance70. Stated that East Bound traffic is moving slowly West bound traffic backed up from Janesville to Edgerton, Edgerton to Stoughton moving slowly, mix of car and trucks. Madison to Janesville is backed up as far as can see. Exit to N is impassible both ramps.	Information provided to Army CoFS who is on a conference call between WEM and State Patrol in the Governor's Conference Room	Watch NCO #4
086	WING	6-Feb	2315	2nd AASF #2 callsign Lance 87 (2nd UH-60) awaiting further direction on mission (on standby)	Logged	Watch NCO #4
087	WING	6-Feb	2320	105th Cav reports Fort Atkinson has 5 personnel on standby	Logged	Watch NCO #4
088		6-Feb	2320	Brig Gen Dunbar asks if Salvation Army or Red Cross present in the EOC.	acting JCoFS is unaware and not able to give him that information	acting JCoFS
089		6-Feb	2330	WEM hosts conference call.	acting JCoFS and Army CoFS attend.	WEM
090	WING	6-Feb	2336	Radio Traffic Aircraft Lance 70: The 1st Janesville exit to Edgerton 552 semis, and 295 cars on the Westbound lanes; traffic after Edgerton is moving slowly.	Update map on marker board in OPS. Information provided to Army CoFS who is on a conference call between WEM and State Patrol in the Governor's Conference Room	Watch NCO #4
091	WING	6-Feb	2340	Radio Traffic Aircraft Lance 70: Eastbound traffic backed up from Janesville to 1 1/2 miles south of weigh station, 2 semis stuck under underpass 1 mile north of Hwy 59 at Edgerton. 567 semis and 134 cars are headed Eastbound.	Update map on marker board in OPS. Information provided to Army CoFS who is on a conference call between WEM and State Patrol in the Governor's Conference Room	Watch NCO #4
092		6-Feb	2345	DOT highways reports in WEM Conf Call that IL DOT message board indicates that I-90 is impassible. Discussed again option of shutting down expressway. LT Steevers, WSP, said 'where do you want them to go?' Chief Lamers reports roads are slick, ice under snow - plow snow and you expose ice. Discussion with DOT about portable message boards used in construction zones, dismissed as not feasible, where would we tell people to go?	Notified J3 personnel.	acting JCoFS
093	WING	6-Feb	2345	Chalk 1 and 2 of 105th CAV have arrived at Staging Area (Coachman's). They have linked up with DNR POC (Scott Wagner) at incident CP.	Notified J3 personnel and acting JCoFS	105th Cav Ops Officer
094	WING	6-Feb	2350	Radio Traffic Aircraft Lance 70: Eastbound lanes clear from Edgerton to Janesville, Westbound traffic backed up at 3rd Janesville exit back up to Edgerton.	Update map on marker board in OPS. Information provided to Army CoFS who is on a conference call between WEM and State Patrol in the Governor's Conference Room. Directing Lance 70 to recon Hwy 26 from I39/90 to Fort Atkinson and Hwy 12 from Fort Atkinson to Madison to determine a route to get vehicles from Fort Atkinson armory to either Madison or Janesville.	Watch NCO #4
095		6-Feb	2355	Made decision that staff would run straight through to morning, no sense in waking people up and have the relief in no better condition than we are - we can make it until at least 0500 without degradation.	acting JCoFS, Army CoFS, and COL Gregar will stay on shift.	acting JCoFS
096		7-Feb	0030	Lance 70 reports I-43 looks open from I39/90 to Elkhorn	Update map on marker board in OPS. Information provided to Army CoFS who is on a conference call between WEM and State Patrol in the Governor's Conference Room.	Watch NCO #4

097	WING	7-Feb	0015	105th Cav First Sergeant #1 called from the staging area (Exit 156, HWY 51 and I90) reporting the initial water supply and TOTMS were downloaded and will be delivered via snowmobile, ATV, and HMMWV as accessible.	Notified J3 personnel and acting JCofS	Watch NCO #7
098		7-Feb	0038	Brig Gen Dunbar conversation with Dave Collins relayed - traffic continues to move up from Chicago, discussion over them closing the interstate. DOT secretary is involved, divert I-94 to Milwaukee, divert I-90W to Milwaukee at I-43, Divert I90/94 at State Hwy 30 to Milwaukee - discussion over how many people it would take to close the interstate.	acting JCofS provided info to JOC for situational awareness - no actions required by WING. If this plan is implemented WING may be asked to provide support to law enforcement (WSP)	acting JCofS
099	WING	7-Feb	0045	Contacting Wal-Mart POC Brad or Mary (Store 608-241-8808 or cell 608-213-0008).	Trying to coordinate water pick-up for Water Mission 2	Watch NCO #4
100	WING	7-Feb	0052	Lance 70 is returning to AASF#2.	Lance 70 reports hwy 26 and 12 snow covered but probably passable.	Watch NCO #4
101	WING	7-Feb	0053	1-147 AV NCO (608-239-2081) will be NCOIC of water mission 2.	1-147 AV NCO reports to 1420 Wright St	Watch NCO #4
102		7-Feb	0100	Lance 70 lands at AASF #2	Logged	Watch NCO #4
103		7-Feb	0115	WEM Conference Call working again, incident command at Coachmans states traffic is moving in both directions. WEM reports Johnnie Smith stuck in traffic at mile 146 southbound stopped, northbound traffic appears to be moving.	acting JCofS provided info to JOC for situational awareness - no actions required by WING	acting JCofS
104	WING	7-Feb	0130	5-Ton vehicle designated for Water Mission 2 will not start.	Coordinating pick-up with vehicle currently at Coachman's.	Watch NCO #5
105		7-Feb	0130	State Patrol and WEM report progress being made. Rock County has 4 trucks providing road clearance support. Dane is fully mobilized with 4 trucks	acting JCofS provided info to JOC for situational awareness - no actions required by WING	acting JCofS
106	WING	7-Feb	0144	SPOTREP #3 to Wisconsin I-90 Response to Winter Storm sent to all JOC Distro lists	Send out SPOTREP #3 via e-mail	Watch NCO #4
107	WING	7-Feb	0148	Continued coordination for water mission #2	Contacted Wal-mart to let them know we are still coming (once vehicle is figured out) Brad cell 608-213-0008. Also requested diapers, wipes, baby food / formula, road flares, reflective vests.	Watch NCO #4
108	WING	7-Feb	0200	2nd UH-60 is preparing to take-off. Will transport Brad Altman or State Patrol and PAO Public Affairs Officer.	Brad Altman and Public Affairs Officer are headed to AASF#2	Watch NCO #4
109	WING	7-Feb	0225	Chalk 1 5-Ton returning to Wal-mart for Water Mission #2	Logged	105th Cav Ops Officer
110	WING	7-Feb	0230	105th Cav Commander reports that a rest plan is currently in action because the current water mission has been completed and the resupply is enroute. At the Incident command post a bus is on site used for warming and rest by the soldiers and others. 105th Cav Commander feels the onsite command post is very aware of the situation and will continue to monitor the situation through them. Lt Hawks Requested to know how many stranded vehicles have children and what supplies are needed.	Notified J3 personnel and acting JCofS	Watch NCO #4
111		7-Feb	0241	Aircraft with PAO and Brad Altman takes off	Notified JOC personnel for situational awareness.	
112		7-Feb	0258	WEM reports mile marker 178 DNR has assistance station set up for stranded motorists. At mile 163 north to Stoughton (mile 156) trucks are stranded, drivers are sleeping in trucks.	acting JCofS provided info to JOC for situational awareness - no actions required by WING	acting JCofS
113	WING	7-Feb	0300	105th Cav Commander reports according to the Assistant Incident commander and the DNR, there are no reports of significance other than stranded vehicles with/without passengers. The DNR has a station around mile marker 177 and has been canvassing I90 from mile marker 177 north to 171. From mile marker 171 to 160 the issue is truckers who have parked on or slightly off the road and are resting. Currently HWY 51 N is slow due to on and off ramps being congested with vehicles awaiting towing assets.	Notified JOC personnel for situational awareness.	Watch NCO #4
114	WING	7-Feb	0315	1-147 AV NCO is picking up water and other supplies from Wal-Mart. Have linked with 5-Ton that had returned from Coachmans.	Supplies loaded on vehicles	Watch NCO #4

115		7-Feb	0320	Discussion in EOC about impending morning rush with no real improvement in conditions. Need to stop vehicles from entering the area. Inquiries about what is going on with the trucker network.	Logged	acting JCofS
116	WING	7-Feb	0340	Army CofS requests status of survey team (Brad Altman and PAO).	Contact FLT OPS for update. Current location is vicinity of I-90 north of Janesville, estimated time of return about 15 minutes	Watch NCO #6
117		7-Feb	0345	Notified that next planned WEM Conf Call slipped to 0410	Notified Army CofS	acting JCofS
118	WING	7-Feb	0356	Aircraft with PAO and Brad Altman has returned to AASF #2	Logged	Watch NCO #6
119	WING	7-Feb	0400	1-147 AV NCO is leaving Wal-Mart (water mission #2)	en-coute to Coachman's with supplies	Watch NCO #6
120		7-Feb	0410	Report from aircraft - about 400 eastbound vehicles (80% tractor trailer) and 400 westbound vehicles (97% tractor trailer). Ramps at Hyw 73 clogged. Mile Marker 177 to Hwy 26 slowed down, all four lanes completely covered between Hwy 59 and Hwy 73. WSP reports they are making progress, assessment of JCofS non-concurs but WSP insists on staying the course. Recognition that drivers need to be woken up to get them moving.	acting JCofS provided info to JOC for situational awareness - no actions required by WING	acting JCofS
121	WING	7-Feb	0453	Water Mission 2 arrived at Coachmans.	Supplies are being off-loaded	Watch NCO #6
122			0515	Brig Gen Dunbar directs use of full-time force if needed - unsure of duration of emergency.	acting JCofS provided info to JOC for situational awareness - provided guidance to directors to continue manning armories in support of operations	acting JCofS
123	WING	7-Feb	0516	105th CAV directed to return to armory and leave supplies for incident commander if already downloaded. Ft. Atkinson and Janesville units are still on standby.	105th Cav Commander will call the WI- JOC to notify when they have reached the Madison Armory.	Watch NCO #6
124		7-Feb	0520	Coordinated with 128th ARW - they will start late at 0800, digging out, and may be able to launch federal missions as scheduled. MKE airport is still closed. Coordinated with 115th FW, digging out, don't expect to be able to fly until 0900, informed duty officer would make the determination.	Coordinated with Col Hinman to expect potential missions using full time force. Notionally plan for 30 personnel to be involved - unknown mission set at this time.	acting JCofS
125	WING	7-Feb	0543	AASF#2 is notified that an additional aviation mission is expected around 0700.	Logged	Watch NCO #6
126		7-Feb	0600	Turned over responsibility to JOC OIC #1 and JOC OIC #2.	Checked on status of JOC relief plans - all are good with sleep. Called both Army and Air Deputy Adjutant General and gave them a situation update brief.	acting JCofS
127	WING	7-Feb	0700	105th CAV has returned to the 1420 Wright St Madison Armory.	Notified JOC personnel for situational awareness.	Watch NCO #6
128	WING	7-Feb	0800	Commander's Update Brief (CUB) is held.	Logged	Watch NCO #1
129		7-Feb	0800	Lance 29 takes off with JOC OIC #1 and one State Patrol trooper	Notified JOC personnel for situational awareness.	Watch NCO #1
130	WING	7-Feb	0900	Flight ops contacted. They state that traffic is moving SLOWLY in both directions on Interstate	Call logged.	Watch NCO #1
131	WING	7-Feb	0922	LANCE 29 has returned to AASF#2	JOC OIC #1 en-route to JOC	Watch NCO #1
132	WING	7-Feb	0930	Receive report from State Patrol - I-90 and 73 is moving, but slowly.	Notified JOC personnel for situational awareness.	Watch NCO #1
133	WING	7-Feb	0936	WEM meeting with leadership in progress.	Logged	Watch NCO #1
134	WING	7-Feb	0955	JOC OIC #2 says aircraft will not be needed again per Mr. Reed of WEM and Mr. Altman of State Patrol.	Contact AASF #2 Commander of AASF#2 and inform of AVN stand down.	Watch NCO #5
135	WING	7-Feb	1015	Dep Chief Scott Wagner contacted at 873-7218 Stoughton Fire Dept. He states that he has the TOTMs and ½ pallet of water loaded and awaiting pick up by WING. He states that he can be reached on his cell: 608-209-7753. the supplies are located at 515 South 4th St Stoughton WI.	105th Cav tasked to pick up left over supplies.	Watch NCO #1
136	WING	7-Feb	1130	105th Cav tasked with returning undistributed TOTMs to 115th FW.	Logged. TOTMs will be delivered to 115TH fw at 1400.	Watch NCO #1

137	WING	7-Feb	1215	105th CAV notified to stand down at 1400. Janesville 132nd to stand down at 1400.	Operations Officer notified armories via telephone	Watch NCO #1
138	WING	7-Feb	1330	Receive report from 105th Cav Ops Officer. 105th Cav vehicles consumed 220 gallons of fuel. Fuel was not purchased but filled at FMS.	This information was disseminated to J1, J3, J8, and CMD	Watch NCO #5
139	WING	7-Feb	1406	State EOC is now deactivating.	Informed JOC personnel	Watch NCO #1

Appendix 2-3

Department of Transportation Division of State Patrol Event Timeline

ITEM	AGENCY	DATE	TIME	EVENT - INCIDENT - INFORMATION - INQUIRY - ACTION - MESSAGE	ACTION TAKEN	WHO
001	WSP	4-Feb	1504	Received NWS Initial Winter Storm Warning issued		
002	WSP	5-Feb	1039	WEM e-mail from Lori Getter advised of conference call with National Weather Service at 1300	Sent via e-mail to Jeff Western, DOT	Western forwarded to key WSP personnel via e-mail and in person
003	WSP	5-Feb	1300	Lt Pabst attended conference call--info sharing. Conference re-iterated NWS Warning	Suspending oversize permits was discussed, but permits were not suspended	Kathleen Nichols and Lt Dave Pabst
004	WSP	5-Feb	1443	WEM e-mail from Lori Getter advised of partial activation of the Emergency Operations Center (EOC)	DSP Incident Management Team (IMT) notified	Lt Pabst
005	WSP	5-Feb	1443	Deployment of 4 field personnel early for day shift, and one PCO for each upcoming shift. One additional duty supervisor on standby (1 for Jefferson, 1 for Rock, 2 for Dane)	1 Add'l PCO for midnight shift and one add'l for day and evening for 2/5 and 2/6	Sgt Jenswold and Lt Steeber and Sgt Kicmol, PCS Palmer
006	WSP	5-Feb	1443	Discussed contingency to shift resources from Tomah Post to Deforest if needed	Discussion	Lt Steeber, Lt. Lind
007	WSP	5-Feb	1900 approx	Storm preparation discussion with Gen. Dunbar	WSP staffing additions (Troopers, Sgts, PCOs) and shift adjustments for pending snow storm, standing up of EOC.	WSP Supt Collins
008	WSP	5-Feb	1900 approx	Message left for DNR Chief Warden Stark on pending snow storm	Phone message on above info	WSP Supt Collins
009	WSP	5-Feb	1900 approx	discussion with WEM/EPS Dallas Neville on pending snow storm	Face to face meeting on above info	WSP Supt Collins
010	WSP	5-Feb	1900	WisDOT winter road report update times	Report is updated at 0600/1000/1500/1900 hrs or as needed as conditions change, statewide	Deforest Post PCO's, Waukesha Post also records report
011	WSP	5-Feb	1930	Sgt. Brad Altman is on-duty at State EOC assignment		Sgt. Brad Altman
012	WSP	5-Feb	2000	The State Winter Road Report was updated to reflect surface road conditions on the interstate as ice covered and hazardous.	information entered	PCO's
013	WSP	5-Feb	2045	Sgt Brad Altman e-mails IMT and command staff providing phone contact number and password for E-sponder		Sgt Brad Altman
014	WSP	5-Feb	2045	Sgt Brad Altman phones DeForest Dispatch. He directs PCO to notify all regions regarding EOC operation and contact number.	PCO send MDC message to all region dispatch of this information	SP12
015	WSP	5-Feb	2120 approx	received e-mail from Sgt Altman on activation of EOC	Forwarded info on e-mail to DOT Secretary Office, Col Mendez, Lt Rahn	WSP Supt Collins
016	WSP	5-Feb	2155	Waukesha and Deforest Posts report snow flurries, with no major problems		Waukesha and DeForest PCOs
017	WSP	6-Feb	0000-0400	One additional PCO held over from evening shift (02-05)		PCS Palmer
018	WSP	6-Feb	0000-0400	Received National Weather Service forecast		NWS
019	WSP	6-Feb	0000-0400	46 reported crashes/runoffs/motor assists during period.		DSP Troopers
020	WSP	6-Feb	0000-0400	14 runoffs/crashes and motorists assists within Dane and Rock Counties on I-90 and I-39/I-90/I-94		DSP Troopers
021	WSP	6-Feb	0202	Sgt. Jenswold 10-42, three hour past normal stop time.		Sgt. Jenswold
022	WSP	6-Feb	0300	Four additional troopers came on duty from region		DSP Troopers
023	WSP	6-Feb	0400	PCS Palmer reported for duty at the DeForest Post		PCS Palmer
024	WSP	6-Feb	0415	E-sponder log entry with requested weather conditions in Posts 1,2 and 5 (DeForest, Waukesha and Tomah) - Response as windy conditions reported in parts of SW Region with white-out conditions in some areas.	Sent by Sgt. Altman	DeForest, Waukesha, and Tomah Dispatch
025	WSP	6-Feb		Check 10-13 Reports from Dane and Rock County Hwy Departments		

026	WSP	6-Feb	0500	Road Condition Report reflected surface road conditions on the interstate as snow covered and slippery.	Updated	PCO's
027	WSP	6-Feb	0545	Received communication from Grant County	No travel recommended	Grant County
028	WSP	6-Feb	0600	Received communication from STOC that Milwaukee County was in good winter driving conditions.		STOC
029	WSP	6-Feb	0630 approx	received e-mail from WEM "situation report #1"	forwarded e-mail at 7:03 AM to DOT Secretary Office, Col Mendez, 3 majors, Dir Hewitt, Capt Teasdale, Lt Rahn, Lt Pabst, Adm Chesnik, Jeff Western	WSP Supt Collins
030	WSP	6-Feb	0700	Lt. Steeber 10-41		Lt. Steeber
031	WSP	6-Feb	0700	Sgt. Bauer 10-41		Sgt. Bauer
032	WSP	6-Feb	0700	6 Midnight troopers shift extended. Staffing level is 26 troopers and 5 inspectors	Held over	Duty Supervisor
033	WSP	6-Feb	0700	1 PCO shift extended	Held over	
034	WSP	6-Feb	0800-1200	94 crashes, runoffs and motorist assists		DSP Troopers
035	WSP	6-Feb	0839	Lt. Steeber arrived at the Deforest Post after driving from Janesville via I-39/ I-90 WB. Traffic was moving at approximately 30-40 mph.		Lt. Steeber
036	WSP	6-Feb	0900	Road Condition Report - I-39/I-90 Snow Covered and Slippery	Updated	PCO's
037	WSP	6-Feb	0924	Teasdale informs Steeber of inspector training in the Dells. Teasdale tells Steeber that Deforest Post inspectors can be held back from training if necessary.	Phone call	Teasdale, Steeber
038	WSP	6-Feb	0930	Sgt. Paul Wolfe arrives at the STOC after he is requested by Lt. Pabst to respond.	Request to travel to STOC	Lt. Pabst
039	WSP	6-Feb	1001	Received National Weather Service forecast		NWS
040	WSP		1008	154 SB white Honda RO in right ditch -59 female to Edgerton oasis	wrecker call	WSP PCO
041	WSP	6-Feb	1010	Caller adv 185 on ramp blocked with 2 semi's	CAD incident created	WSP PCO
042	WSP	6-Feb	1010	Caller adv 152 NB jackknifed across I90	wrecker call/Schmidts 1022	WSP PCO
043	WSP	6-Feb	1011	Dispatch trooper to 152 WB	2 units respond/wrecker request	WSP PCO
044	WSP	6-Feb	1013	152 - no traffic moving at all	1128 rpts via radio	WSP
045	WSP	6-Feb	1021	WB Racine to SB I-90 Semi Stuck on ramp (175 ramp)	wrecker call/Deweys 1023	WSP
046	WSP	6-Feb	1021	First wrecker call eta over 1 hour for 175 ramp	Try another tow company	WSP PCO
047	WSP	6-Feb	1031	Hit clover leaf at 175 -Racine street Janesville area	Trooper report	WSP
048	WSP	6-Feb	1034	Call to clear roadway at 152 NB MP (Salt)	Dane Hwy Dept	WSP PCO
049	WSP	6-Feb	1037	Semi stuck in lane 147 NB	wrecker call/Steves	WSP PCO
050	WSP	6-Feb	1042	10-13 report / ramp from 73 to 90 SB completely blocked off	1109 rpts via radio/Schmidts 1054	WSP PCO
051	WSP	6-Feb	1046	Rock Dispatch inquire is WSP shutting down I-90 anytime soon/	WSP adv we do not shut down, only for crashes and lane blockage because it is a national defense highway	WSP PCO
052	WSP	6-Feb	1052	160 ramp blocked by UPS and another semi unit	wrecker call	WSP PCO
053	WSP	6-Feb	1052	Caller adv stuck about 150 MP	WSP adv semis blocking road ahead will be awhile before we can get to him	WSP PCO
054	WSP	6-Feb	1056	Bauer sends MDC message that midnight cars that were held out can end tour of duty after 12 hours.	MDC Message	Sgt. Bauer
055	WSP	6-Feb	1057	152 cleared up	1128 rpt via radio	WSP Inspector
056	WSP	6-Feb	1100-1200	14 evening Troopers and Inspectors contacted and checked in early for duty	Contacted for early start	PCO's
057	WSP	6-Feb	1100 approx	received e-mail that EOC is still partially activated, DOT represented by Jeff Western. EOC anticipated deactivating sometime that afternoon.	read e-mail	WSP Supt Collins
058	WSP	6-Feb	1101	Traffic back up from 148 to 152	138 rpt via radio	WSP Trooper
059	WSP	6-Feb	1104	10-50 147 SB 2 semi in ditch 2 passenger involved	181 rpt via radio	WSP Trooper
060	WSP	6-Feb	1107	Identified need for extra staff in comm center for 7th	PCO called in	WSP PCS
061	WSP	6-Feb	1107	From 26 SB I90 blockage	Deputy will handle	TOT Rock
062	WSP	6-Feb	1108	138 is in backup and can't go anywhere (at 155 NB)	PCO had called for response to 10-50; 138 could not go further.	
063	WSP	6-Feb	1111	I39 NB, in Rock county in ditch not sure where ~ run off	Created a CAD call ~	
064	WSP	6-Feb	1112	EB 156 car vs semi crash on right shoulder	dispatched to 156 via radio	

065	WSP	6-Feb	1112	155 NB jackknife semi blocking 2/3 of I-90	CAD call	
066	WSP	6-Feb	1114	138 adv crossovers drifting due to east-west wind, and shoulders have not been plowed	Info only. No request for action.	
067	WSP	6-Feb	1114	Received call on crash at 155 NB. PDO crash involving a jackknifed pickup with camper trailer resulting in total blockage of all Northbound traffic lanes. Trooper Cunningham is sent to crash 155 NB with jack-knifed camper at 1129	Phone call to Deforest Dispatch	Citizen
068	WSP	6-Feb	1115	NB 157 partial blockage with trailer	Duplicate	
069	WSP	6-Feb	1116	South of 177 NB van in ditch	CAD Call created	
070	WSP	6-Feb	1116	169 NB chev blazer runoff	CAD Call created	
071	WSP	6-Feb	1117	176 median white chev van runoff	CAD Call created	
072	WSP	6-Feb	1117	RIMC called to see if we need him to facilitate anything at the 124 EB crash	Told there was nothing more needed at this time.	
073	WSP	6-Feb	1118	147 SB Semi in ditch	PrairieLand called	
074	WSP	6-Feb	1119	Call to Schmidt's asking status to the 160	Wrecker is at 156 trying to get there	
075	WSP	6-Feb	1121	150 requests next tow from Janesville	Qued for wrecker call	
076	WSP	6-Feb	1123	NB in median vehicle runoff Janesville	Qued for wrecker call	
077	WSP	6-Feb	1126	138 says highways is going to have to see what's going on		
078	WSP	6-Feb	1127	Call to Dane highways: have they been able to make it to the 152 area? Dane says traffic is moving very slowly. They say it is glare ice and slow going.	PCO called Dane hwys	
079	WSP	6-Feb	1128	138 says he cannot go anywhere (at 155) Says snow is too deep to get thru.	PCO says he has no one else to send to 152.	
080	WSP	6-Feb	1129	Trooper Cunningham is dispatched to milepost 155 NB with jack-knifed camper	Dispatched to call	DeForest Dispatch
081	WSP		1133	138 asks for Schmidts or Mikes to assess what is going on at 152. He can only go SB.	Info only. No request for action.	
082	WSP	6-Feb	1140	Trooper Larson was at the I90/94 split. Trooper Henderson requested assistance at milepost 124 EB with complete lane blockage. Trooper Larson witnesses several tractor semi-trailer units jack-knife at same location. He reports chaos and inability to stand due to ice conditions.	Radio transmission?	Trooper Larson and Trooper Henderson
083	WSP	6-Feb	1141	138 vehicle at 151 SB median	Info only. No request for action.	
084	WSP	6-Feb	1145	156 NB Dodge Dually in right ditch	Called Barts towing	
085	WSP	6-Feb	1148	Dane highways called to tell them the 160 ramp was now cleared so they could plow	Info only. No request for action.	
086	WSP	6-Feb	1149	Multiple vehicle crash with total road blockage on I-39/90/94 at milepost 124 EB and reported to the STOC.	Dispatched 10 cars	PCO's
087	WSP	6-Feb	1154	Call from Rock hwys to report semi from Racine St to I90 SB is stuck	CAD call created.	
088	WSP	6-Feb	1154	PCO advises 1112 to slow traffic down for the 124 eb mess.	1112 dispatched	
089	WSP	6-Feb	1159	123 advises all the highways are impassable (LaFayette county)	Info only. No request for action.	
090	WSP	6-Feb	1200-1300	29 crashes, runoffs and motorist assists reported during period.		DSP Troopers
091	WSP	6-Feb	1200-1300	Dane, Rock and Columbia Counties forward all 911 calls for service on the interstate to the Deforest Post.		Dane, Rock and Columbia Dispatch
092	WSP	6-Feb	1202-1215	9 crashes, runoffs and motorist assists are reported in the target area.		DSP Troopers
093	WSP	6-Feb	1204	Man stopped at 156 NB. Trucks can't make it up the hill.	Highways already aware.	
094	WSP	6-Feb	1212	156 NB Dodge Dually in right ditch; vehicles can't get up the hill	CAD call created.	
095	WSP	6-Feb	1213	138 reports there are two semis 151 sb in median; continuing to jack-knife semi	and tells them we have not suspended towing.	
096	WSP	6-Feb	1213	147 sb crash report from Dane 911.	CAD call created. Units dispatched.	
097	WSP	6-Feb	1213	1102 advises he is stuck in the snow Racine st and I-90. Requesting a wrecker.	Wrecker called for Sgt. Bauer (1102)	
098	WSP	6-Feb	1213	Report of multiple crashes right after the weigh station (147 area).	CAD call created. Units dispatched.	
099	WSP	6-Feb	1221	PrairieLand Towing asks if we want them to pull out semis at 147. PrairieLand. Cant see nothing; will do it when things calm down a little.	Advised Duty sgt.	
100	WSP	6-Feb	1223	Billy from STOC calls.	PCS advises we have total white out conditions here and will not be rerouting traffic.	

101	WSP	6-Feb	1225	Received calls that motorists are stuck on the interstate		PCO's
102	WSP	6-Feb	1226	Trooper Cunningham arrives at 155 SB and observes a jack-knifed camper on the NB side. He observed total lane blockage of NB traffic. He continued SB after initial assessment. He continued to travel to the next crossover which was impassable. He continued to the next exit and proceeded NB and became stopped in traffic at milepost 158.5.	Cunningham checked on the scene, Cunningham phoned Denny's Towing directly,	Trooper Cunningham
103	WSP	6-Feb	1226	138 reports 154.5 - 155 camper tk blocking all the lanes; shoulders not plowed.	Info added to CAD.	
104	WSP	6-Feb	1228	PCO calls Prairieland	Tells them we have not suspended towing.	
105	WSP	6-Feb	1228	1127 is out with semi stuck on ramp I-90 to 73	Info only. Added to CAD call.	
106	WSP	6-Feb	1230 approx	received e-mail on WSP Traffic Advisory that an 11:49 AM EB, Milepost 124 crash has delayed traffic and it could be several hours before incident is clear	read e-mail	WSP Supt Collins
107	WSP	6-Feb	1230 approx	Telephone call with DNR Chief Warden Stark ref assistance.	talked with DNR Warden Stark about utilizing 4 wardens and 4 WD trucks to assist our SW Region/Deforest Post with responding to slide-ins and crashes. Also discussed using them to clear the SW regions I-39, 90 and 94 corridor due to heavy snow. Passed info on to Capt McMenamin and Lt Steeber	WSP Supt Collins
108	WSP	6-Feb	1230	Trooper Bridges is on scene of jack-knifed tractor semi-trailer unit at milepost 149 SB		Trooper Bridges
109	WSP	6-Feb	1231	Trooper Cunningham requests plows at milepost 154 NB.		Trooper Cunningham, DeForest Post dispatch
110	WSP	6-Feb	1231	1127 needs a wrecker to open that ramp at 73 I39	PCO called wrecker	
111	WSP	6-Feb	1231	Driver reports his tractor trailer is alongside the roadway and stuck at the 156 NB.	Info added to CAD.	
112	WSP	6-Feb	1231	138 advises to contact Dane Highways ~ only hope to get the rollover is to plow the ramps and crossover at the 156	PCO calls Dane highways (1233)	
113	WSP	6-Feb	1232	Media call from WPDR Portage.	PCS explains there is a crash at the 124 EB and no alternate route will be advised due to weather. PCS states it could be several hours. PCS adds WPDR to the media distribution list.	
114	WSP	6-Feb	1233	PCO calls Dane highways	Requests a plow to the 156 area both directions and do the crossovers. Dane says that is not going to happen for a while that they can't keeping up with a straight line. Dane says they are not planning to shutdown.	
115	WSP	6-Feb	1233	DeForest Post Communications requests the Dane County Highway Department send plows to the area of 154 NB.	Phone call to Dane County Highway Department	DeForest Dispatch
116	WSP	6-Feb	1234	138 phones the PCS.	138 says the wrecker will have to back up to the unit at the 155 to get it out. PCS advises the towing service(Dennys).	
117	WSP	6-Feb	1236	Prairieland Towing called.	Asked what the towing policy is at this time on the interstate. Are we allowing towing? We advise Prairieland it is up to their discretion. If feasible, okay. Says they need to update for AAA. If it's a tow it's one thing, but if extrication it will wait.	

118	WSP	6-Feb	1236	Traffic Incident Alert e-mailed to local media and contact list (including STOC) with message regarding the crash at milepost 124 and hazardous conditions.	Media alert	DeForest Dispatch
119	WSP	6-Feb	1244	Sun Prairie PD calls	Asks if DOT is shutting down USH 151. PCS says no.	PCS
120	WSP	6-Feb	1245	PCO calls Steves	For tow at 151.5 EB	
121	WSP	6-Feb	1245	Prairieland Towing has advised that they are no longer doing recovery		Prairieland Towing
122	WSP	6-Feb	1249	Trooper Cunningham requests plows for crossovers		Trooper Cunningham, Dispatch
123	WSP	6-Feb	1249	Cunningham advises to contact Dane Highways to plow the 155 crossover. It's the only way we can get to the 10-50.	See 1250.	
124	WSP	6-Feb	1250	1107 advises that northbound traffic is stopped at the 159	Info only. No Action taken.	
125	WSP	6-Feb	1250	Sgt. Wagner asks Dane Highways to plow the long crossovers between the 147 - 156. Wagner says he isn't asking for all of them, just those between the long areas for emergency vehicles	Dane Hwy Dept will try.	
126	WSP	6-Feb	1250	Trooper Samborski observes the backup on I-39/90 NB from milepost 155 to 159.		Trooper Samborski, DeForest Post dispatch
127	WSP	6-Feb	1251	Woman wants to find out information about being stuck at mp 151 wb. Her heater doesn't work.	PCO assures her things should probably clear soon. She asks if there is a radio station to listen to.	
128	WSP	6-Feb	1300-1400	DeForest Post received multiple reports of vehicles stuck on the ramps in the southern part of the region. Also received multiple reports from people in vehicles not moving on I-39/I-90 NB in southern Dane and Rock Counties.	Phone Calls to DeForest Dispatch	Citizens
129	WSP	6-Feb	1300-1400	36 crashes, runoffs and motorist assists reported for period.		DSP Troopers
130	WSP	6-Feb	1307	Crash reported 116 EB. Several crashes reported north of milepost 124.	Phone call to DeForest Dispatch	Citizen
131	WSP	6-Feb	1336	Superintendent Collins directs Lt. Steeber to contact the DNR to put together strike teams with 4wd vehicles to assess the overall situation throughout the I-39/90/94 corridor	Contacted Mr. David Woodbury	Lt. Steeber
132	WSP	6-Feb	1342	27 News checking status of I-90 and Hwy 151 heard ramps were being shut down	Advised that Interstate not closed	WSP Comm
133	WSP	6-Feb	1400	Capt. McMenamin contacts Capt. Teasdale via phone. Capt. Teasdale offers additional Inspector resources. Captain McMenamin deemed staffing levels were adequate.		Capt. McMenamin and Capt. Teasdale
134	WSP	6-Feb	1400	Conference call with National Weather Service, EOC, Lt. Pabst and Colonel Mendez.	Phone Conference	WEM
135	WSP	6-Feb	1412	WIBA checking for status of I-90 wondering when we would close the Interstate	PCO advises we don't formally close the Interstate but it does become impassable	WSP Comm
136	WSP	6-Feb	1443	Sgt. Jenswold and Lt. Steeber assessed situation with DNR in 4wd vehicles. Sgt. Jenswold checked I-94 to Jefferson County.	Travel Interstates in 4wd vehicles to assess situation	Lt. Steeber and Sgt. Jenswold
137	WSP	6-Feb	1443	Sgt. Bauer was assigned to check I-39/I-90 NB from south up to STH 73 (milepost 160)	No Report	Sgt. Bauer
138	WSP	6-Feb	1444	Lt. Steeber communicates with Kathy Krusiec of the Dane County Dept. of Emergency Management regarding additional plows.	Kathy Krusiec advised that there were none available within Dane County or through mutual aid.	Lt. Steeber and Kathy Krusiec
139	WSP	6-Feb	1500-1600	All day car's shifts extended. One PCO shift extended.	Shift Extensions	Captain McMenamin
140	WSP	6-Feb	1500-1600	21 crashes, runoffs and motorist assists reported for this period.		DSP Troopers
141	WSP	6-Feb	1500-1600	Lt. Steeber returned to Interstate after checking alternate route at milepost 156. She observed traffic backed up to milepost 158 SB		Lt. Steeber
142	WSP	6-Feb	1500-1600	Sgt. Bauer did not provide an update to road conditions.	No Report	Sgt. Bauer
143	WSP	6-Feb	1500 approx	read e-mail from WSP EOC Representative that WSP and Jeff Western will participate in conf call with National Weather Service	read e-mail	WSP Supt Collins

144	WSP	6-Feb	1500 approx	read Traffic Advisory e-mail from WSP DeForest Post that EB milepost 124 crash and delay cleared and traffic moving slowly	read e-mail	WSP Supt Collins
145	WSP	6-Feb	1500 approx	read e-mail from Jeff Western that EOC shutting down at 4:30 PM, e-mail copied to DOT: Vieth, Kinar, Corbin, Langer, Reshadi, Fasick, Dembowski, Brown, McDonnell, Voge, Himself	read e-mail	WSP Supt Collins
146	WSP	6-Feb	1500	Road Report updated to "Ice Covered and Hazardous" on I-39/I-90 from Beloit to Madison.	Updated	PCO's
147	WSP	6-Feb	1500	Sgt. Lindgren 10-41 and directed to report to DeForest Post		PCO's
148	WSP	6-Feb	1515	Lori Getter contacts Pabst asking him to contact TV reporter, Evrod Cassimy. (unknown at this time, he is actually stuck in the backup) Pabst then contacts McMenamin to contact the reporter.	Contacted Kathy and referred her to Capt. McMenamin and Lt. Steeber.	Lt. Pabst
149	WSP	6-Feb	1515	I-94 EB right lane open at milepost 124. Lt. Steeber traveled I-39/I-90 EB to milepost 147 to total blockage. Backup extended to milepost 158. US 51 was checked by Lt. Steeber as an alternate route but was drifted down to one lane.		DSP Troopers and Lt. Steeber
150	WSP	6-Feb		Lt. Steeber was contacted by Kathy Krusiec several times. The last conversation was to explain the plows and wreckers working in conjunction to clear the area the wreckers were working in. Lt. Steeber asked for consideration of mutual aid to bring in additional plows. Kathy stated that the adjoining counties were just as taxed as Dane County was.		Kathy Krusiec, Lt. Steeber
151	WSP	6-Feb	1520	WIBA Checking on Interstate blockage	PCO advises semi's cant get traction snow is deep on ramps can't get through	WSP Comm
152	WSP	6-Feb	1530 approx	read e-mail from Capt McMenamin to Supt Collins, Col Mendez, Maj Price and Lt Lind, ref. 4 DNR Wardens and vehicles are accompanied by DSP searching for stranded motorists and logging vehicle locations	read e-mail	WSP Supt Collins
153	WSP	6-Feb	1530 approx	Telephone discussion with Gen Dunbar	phone with Gen Dunbar, discussed the need to not shut down EOC, discussed the assistance from DNR wardens and informed Gen Dunbar that info Supt Collins was receiving indicated that incidents were being handled on I-39, 90 and 94 in SW Region. No info of any events overwhelming us	WSP Supt Collins
154	WSP	6-Feb	1530	Sgt. Lindgren arrives at DeForest Post		Sgt. Lindgren
155	WSP	6-Feb	1533	Lt. Pabst briefs Colonel Mendez and advised that situation was under control. Advises the EOC may be shutting down at 1630 hours. Not aware of any major problems to report.	Phone consultation	Lt. Pabst and Colonel Mendez
156	WSP	6-Feb	1545	1110 reports he is stuck in traffic SB I-90 at mp 146. Traffic is at a dead standstill.	Called tow for 1110.	
157	WSP	6-Feb	1547	Caller reports I90 nb at a standstill. Been here for 4 hours.	PCO explains what is happening. Working on getting it cleared.	
158	WSP	6-Feb	1547	Report of the ramps at the truck stops at USH 51 (132 area) blocked with semis.	Sgt. Wagner calls Dane highways	
159	WSP	6-Feb	1548	154 advises we are getting backups NB south of hwy 26 (171)	Info only. No Action taken.	
160	WSP	6-Feb	1549	147 NB semi jack-knife.	CAD call.	
161	WSP	6-Feb	1551	104 calls 138 asking if he is heading for off duty. 138 advises he is stuck in the NB 155 traffic. He states the tow trucks, county highways have tires spinning. He says Inspector Krisher is behind him also stuck. It's "insanity." The jackknife camper was removed, but the road iced up and semis are spinning their wheels. They have to come up the 154 crossover, that hill, and salt. We can't go south and can't go north.	Wagner appraises the situation.	
162	WSP	6-Feb	1554	Woman wants to abandon her car and walk. She says she can't get off the ramp, but wants to walk.	PCO tells her she should not leave her car.	
163	WSP	6-Feb	1554	Man identifies himself as Chicago police officer calls saying he has heard the road is closed looking for an alternate route.	PCO tells him it is not closed but poor.	

164	WSP	6-Feb	1554	Man calling to say he has been stopped for two hours NB 30 miles south of Madison	Info only. No Action taken.	
165	WSP	6-Feb	1556	1110 is stuck in the snow.	Tugged out.	
166	WSP	6-Feb	1556	Colonel Mendez confers with Captain McMenamin and later with Lt. Pabst on DNR partnership for assessment.	Discussion	Colonel Mendez, Capt. McMenamin
167	WSP	6-Feb	1600-1700	Captain McMenamin arrived at the Deforest Post		Captain McMenamin
168	WSP	6-Feb	1600-1700	Captain McMenamin has conference call with Superintendent Collins providing update.	Phone Conference	Captain McMenamin and Superintendent Collins
169	WSP	6-Feb	1600-1700	Nonstop phone calls from stranded motorists transferred from Dane and Rock County 911 centers.	Phone Calls	Citizens
170	WSP	6-Feb	1600-1700	Phone call from Kathy Krusiec of the Dane County Dept. of Emergency Management to State EOC. Lt. Pabst referred her to Captain McMenamin. Inquired on needs of the State Patrol and offered her services.	Phone Call	Kathy Krusiec, Lt. Pabst, and Capt. McMenamin
171	WSP	6-Feb	1600-1700	Captain McMenamin established as Incident Commander during Lt. Steeber's absence.		Captain McMenamin
172	WSP	6-Feb	1600-1700	Lt. Steeber was in the area of the backup with the DNR to make observations of the incident scene near milepost 156-158 I-90 NB. The front end of the backup was determined to be at milepost 154 and two Schmidt wreckers. Lt. Steeber determined that if the wreckers worked in conjunction with snowplows that traffic would be able to move.		Lt. Steeber
173	WSP	6-Feb	1600-1700	Sgt. Bauer discusses a "State of Emergency" declaration with Sgt. Lindgren.	Phone consultation	Sgt. Bauer and Sgt. Lindgren
174	WSP	6-Feb	1600-1700	I-90 SB at milepost 156 moving approximately 20 mph. Ramps on the westbound direction were blocked with snow.		Lt. Steeber
175	WSP	6-Feb	1600-1700	Lt. Steeber requests that snowplows and wreckers work together to open Interstate 90.		Lt. Steeber
176	WSP	6-Feb	1600-1700	Private snowmobile operators assisting stopped motorists		DSP Troopers, Dispatch
177	WSP	6-Feb	1600-1700	Lt. Pabst consults with Jeff Western from the Wisconsin DOT on the I-90 /I-39 situation.	Discussion	Lt. Dave Pabst and Mr. Jeff Western
178	WSP	6-Feb	1600-1700	Lt. Pabst consults with Sgt. Lindgren regarding opening a gate for the snowplows at milepost 152. Issue was resolved. Gate was not needed.	Phone consultation	Lt. Dave Pabst and Sgt. Lindgren
179	WSP	6-Feb	1600-1700	Lt. Pabst (EOC) consults with Captain McMenamin regarding the backup. The situation was slowly improving.	Phone consultation	Lt. Dave Pabst and Captain McMenamin
180	WSP	6-Feb	1600-1700	State Patrol phones Dane County Highway Dept. regarding opening the gate at milepost 152. Dane County advised that the Cambridge Fire Department was the only agency with access to the code.	Phone call	State Patrol
181	WSP	6-Feb	1600-1700	Troopers and Inspector personnel reporting that they were unable to operate their vehicles due to the unplowed snow.		DSP Troopers and Inspectors
182	WSP	6-Feb	1600-1700	Sgt. Bauer travels with DNR and discusses a declaration of "State of Emergency" with Sgt. Lindgren. Lindgren did not discuss this with Steeber	Phone consultation	Sgt. Bauer and Sgt. Lindgren
183	WSP	6-Feb	1600-1700	Lt. Steeber reports back to the DeForest Post.		Lt. Steeber
184	WSP	6-Feb	1600	156 is at the Racine st exit at Janesville - two semis blocking the ramp. He requests a plow and a tow truck.	Rock county advised 1604.	
185	WSP	6-Feb	1604	Another man calls wondering what to do. He is at a standstill.	PCO explains what is happening. Working on getting it cleared.	
186	WSP	6-Feb	1604	Request salt and plow I-90 to Racine St and they said they would get out there. They would get 26 then Racine	TOT Rock county highway.	
187	WSP	6-Feb	1606	Dane county says one of their trucks is stuck on I-94 at 73 and they are requesting help for traffic direction.	Inspectors assist.	
188	WSP	6-Feb	1606	1102 phones 107: backup in Dane county: Is Dane county working on something to drive down the wrong way? We thought of doing that, but somehow vehicles are coming through.	1102 & 107 consider going in from Kaminsky park (gated emergency access point for fire dept.)	
189	WSP	6-Feb	1611	138 reports snowmobilers going down the median shoulder 158 NB.	Info only. No Action taken.	
190	WSP	6-Feb	1611	C101 & C-205 are traveling NB from DeForest	They are assisting in assessing incidents.	
191	WSP	6-Feb	1612	Man calls to say is stuck in backup and has heard it could be another 3 hours.	PCO explains what is happening. Working on getting it cleared.	

192	WSP	6-Feb	1615	Getter contacts Lt. Pabst and informs him that Everod Cassimy has not received a return call from Capt. McMenamin. She also stated that Mr. Cassimy was in the backup for 4-5 hours.	Phone call	Lori Getter
193	WSP	6-Feb	1615	Rick from Dane dispatch asks about the assessment of stranded motorists.	PCO explains the interstate has effectively closed itself since vehicles cannot make it up a hill.	
194	WSP	6-Feb	1620	PCO calls Rock 911 regarding getting a gate open at Neuville rd (162) so a plow or wrecker can get thru there. 1107 wants to start getting people off the interstate that way. Rock doesn't have the keys; they refer us to Rock highways.	We contact Rock highways.	
195	WSP	6-Feb	1620	Man calls says he has been stuck out on I-90 for 4 hours. He wants to leave his car on the shoulder and start walking.	Sgt. Wagner tells him the safest thing to do is stay in car. Sgt. Wagner explains the traction issue.	
196	WSP	6-Feb	1622	Man calls to report a vehicle at the end of the queue going the wrong way.	No action taken.	
197	WSP	6-Feb	1623	Rick at (Supervisor at Dane 911) inquires where the back up starts: back-up starts at the 154. Dane asks what we are telling people. Dane wants to know if there is anything they can do to help us with the calls. Wagner says cars and plows can get moving; tell them we are working on it; doing the best we can; it's suppose to stop snowing in 1.5 hours. Dane concerned with getting an ambulance out there if needed. Shoulders are 4 feet high; vehicles are starting to drift in. They have been asking about this type of thing. Wagner says we are talking about 1000 cars. Backup goes to the 167. Dane offers to help.	Dane says will pass along to the Dane EOC.	
198	WSP	6-Feb	1625	144 is stuck in the back-up at 173 NB.	No action taken.	
199	WSP	6-Feb	1626	PCS calls Dane to ask whether they have contacted the STOC regarding the situation at the 154 (back-up)	Dane has had no contact with STOC to report the situation. PCS makes notification	
200	WSP	6-Feb	1627	PCO calls Rock highway looking for the key to the Neuville gate. They say it's only secured by nylon ties.	PCO asks Rock whether they might get a snow plow thru there.	
201	WSP	6-Feb	1629	Clear channel asks if we have an accident outbound 12/18 to I-90 since the cameras show traffic stopped there.	PCO states the semis are stuck.	
202	WSP	6-Feb	1629	Captain McMenamin was advised by State EOC that Columbia County will be pulling snowplows off the road at 7:00 p.m. Rock County reported 50-60 mph wind gusts. Green County has pulled their plows off of the road.	Phone call	State EOC
203	WSP	6-Feb	1630	Situation Report # 3 stating that State Patrol and DNR are collaborating to assist stranded motorists.		
204	WSP	6-Feb	1630	Sgt. Lindgren telephones Sgt. Altman at his home to inquire how to open the gate at milepost 152. Sgt. Lindgren advises that there is a 10 mile backup on I-39 / I-90.	Phone call	Sgt. Lindgren and Sgt. Altman
205	WSP	6-Feb	1630	Woman calls asking about her husband stuck in the back up.	PCO assures her that he is merely stuck in the backup.	
206	WSP	6-Feb	1630	Sgt. Wagner speaks with a man who advises his wife has been stuck on I90 for four hours.	Wagner says it could be another couple hours.	
207	WSP	6-Feb	1631	WTDY calls observing traffic cams at beltline.	PCO states no active accidents at that location.	
208	WSP	6-Feb	1632	Man has been sitting in traffic.	PCO tells him he believes it starts at the 154.	
209	WSP	6-Feb	1633	Woman says parked for 3 hours and wonders what's happening. Will we be here all night?	PCO says he doesn't think so.	
210	WSP	6-Feb	1633	Dane 911 says Dane highways has two trucks there (154)	Info only. No Action taken.	
211	WSP	6-Feb	1634	Truck stuck on MN bridge is moving.	Info only. No Action taken.	
212	WSP	6-Feb	1635	Duty sgt. Says negative on Neuville (to 1107)	Cancel taking anyone out the Neuville access.	
213	WSP	6-Feb	1636	Rock lost a plow at the 175 ramp to SB I-90	Info only. No Action taken.	

214	WSP	6-Feb	1638	Sgt. Altman phones Lt. Pabst at the State EOC and reports a 10 mile backup. He asks Lt. Pabst to find someone to open the gate at milepost 152. Altman asked Pabst to contact Lindgren to verify the need to open the gate. Pabst is advised the problem was solved. They have plows where needed.	Phone call	Sgt. Altman and Lt. Pabst
215	WSP	6-Feb	1639	Woman says she has been stuck in traffic for 4 hours. How long will it be?	107 says he doesn't know how much longer. Says he doesn't have a time frame.	
216	WSP	6-Feb	1640	Man calls to ask if anyone is working to open the road or will he be there all night?	Assurance hopefully not from PCO.	
217	WSP	6-Feb	1641	Man calls to ask how much longer he will be sitting there.	PCO replied possibly hours.	
218	WSP	6-Feb	1643	Man calls to say his wife is stuck in the Lodi backup	Info only. No Action taken.	
219	WSP	6-Feb	1644	144 reports the plow came thru the crossover at 173 and is working at the hwy 26 area. Traffic is at a standstill there.	Info only. No Action taken.	
220	WSP	6-Feb	1644	Man calls about his son stranded for 4-5 hours. Can someone pick him up.	PCO says we are trying to open up the road right now and trying to avoid staying out all night.	
221	WSP	6-Feb	1647	Pabst confers with McMenamin to determine the extent of the problem on I39/90. McMenamin advises that the situation is under control but they need plows.	Phone call	Lt. Pabst
222	WSP	6-Feb	1647	Man has friend stopped on interstate for two hours...	PCO explains the situation.	
223	WSP	6-Feb	1649	Woman stopped in traffic ~ battery has gone dead 30 miles south of Madison.	A Dane deputy stops by her as she is on the phone with the PCO.	
224	WSP	6-Feb	1650	Caller asks if the road is open from Portage to Madison.	PCO says it is open but slow going.	
225	WSP	6-Feb	1650	Man is at 158ish stopped. How much longer.	PCO explains the situation. Could be hours.	
226	WSP	6-Feb	1650	Woman asks why traffic is stopped.	PCO explains the situation.	
227	WSP	6-Feb	1651	Woman is at the 156 exit to Stoughton been here for 3 hours.	PCO explains the situation.	
228	WSP	6-Feb	1651	Dane 911 asks whether we are activating an alternate route.	PCO advises negative, the other roads are worse.	
229	WSP	6-Feb	1652	Snowplows are clearing the crash site at 124	Info only. No Action taken.	
230	WSP	6-Feb	1653	Man calls to ask why stuck for 3 hours. Man says he is getting concerned.	PCO explains the situation.	
231	WSP	6-Feb	1654	Tomah PCO calls offering to help if needed.	Ascertained that no help needed from Tomah comm. at this time.	
232	WSP	6-Feb	1654	Man wonders where the interstate is closed.	PCO explains the situation.	
233	WSP	6-Feb	1657	Man stuck for 4 hours. He wants to know the plan of action.	107 explains the situation	
234	WSP	6-Feb	1659	Man says he has been stuck for 5 hours.	PCO explains the situation.	
235	WSP	6-Feb	1659	Woman wondering why her husband is stuck on I-90 for 4 hrs	PCO explains the situation.	
236	WSP	6-Feb	1700	Pabst confers with Jeff Western about plow issue. Jeff Western calls Dane Co. highways for confirmation. They advise they would call back.	Never received a call back	Lt. Pabst
237	WSP	6-Feb	1700	Woman says has been sitting at 156 for 5 hours. Is there anything that can be done?	WSP PCO advise trying to clear traffic	
238	WSP	6-Feb	1700-1800	DeForest Post Communications Center designated the contact point for media inquires.		
239	WSP	6-Feb	1700-1800	Lt. Steeber directs PCS Palmer to report information to the media reference to the incidents.	Directive	Lt. Steeber and PCS Palmer
240	WSP	6-Feb	1700-1800	Phone lines in the DeForest Post Communications overwhelmed.		PCO's
241	WSP	6-Feb	1700 approx	read e-mail from Capt McMenamin to Supt, Col Mendez, Maj Price (e-mail originated from EOC): Columbia Co reported to WEM will be pulling plows at 7:00 PM, Green Co has pulled plows, Rock Co reports 50- 60 MPH wind gusts	read e-mail	WSP Supt Collins

242	WSP	6-Feb	1700 approx	Telephone calls with Capt McMenamin/Lt Steeber.	phone discussion on situations in SW Region. Report of traffic back-up NB at milepost 156-157 due to snow covered, slippery hill. Unknown how many vehicles can't get up hill or how long they have been there or accurate length of back-up; believed to be several miles, no report of crashes, no injuries reported, just congestion that responders are and will be working on.	WSP Supt Collins
243	WSP	6-Feb	1700	Winter Road Condition report indicates I-39 / I-90 impassable between Janesville and Madison.		PCO's
244	WSP	6-Feb	1700	Lori Getter and Peg Schmidt (OPA) discuss media releases. No PIO was designated.	Phone consultation	Lori Getter and Peg Schmidt
245	WSP	6-Feb	1713	Traffic Incident Alert issued to media, STOC, DOT Secretary, Superintendent Collins and other list recipients through email.	Emailed Report	PCO's
246	WSP	6-Feb	1715	I-94 EB at milepost 124 was cleared.	Radio transmission	DSP Troopers
247	WSP	6-Feb	1715	Jeff Western (DOT-DTSD) left the State EOC. There was a conversation at the State EOC regarding closing down at 1800 hours.		Lt. Pabst, State EOC
248	WSP	6-Feb	1730 approx	Superintendent reads e-mail Traffic Alert. Identifies incident and back-up from NB milepost 156-167. Traffic is at a complete stand still due to impassable road conditions related to the storm.	read e-mail	WSP Supt Collins
249	WSP	6-Feb	1730 approx	Telephone calls with Capt McMenamin/Lt Steeber.	directed all DNR wardens, 4 WD, snowmobiles or 4 wheelers to be requested to provide assistance to the Dane/Rock Co area. Discussed ramp conditions in Rock Co, reports were heavily snow covered with cars/trucks stuck on them making them impassable. Responding staff at bottle neck at NB milepost 156-157 are working through the situation on stuck vehicles. Discussed status of snow plows in Rock/Dane Co, crossover conditions. Conditions were heavy snow and drifting and officers, plows and wreckers were slowed due to conditions. Informed Capt/Lt to use/call-out any WSP resources they need.	WSP Supt Collins
250	WSP	6-Feb	1732	STOC checking status of Interstate	Capt advises NB is at standstill south of beltline inot Rock couty do not have a traffic incident such as crash multiple semi's lost traction	WSP Comm
251	WSP	6-Feb	1740	Lt. Pabst (State EOC) and Jerry Haberl participated in a phone conference with the Dane County EOC reference to I-39 traffic situation. Dane County offers assistance.	Contacted Capt. McMenamin to receive status update and set up a teleconference at 1830 hours.	Lt. Pabst
252	WSP	6-Feb	1745	State EOC still in partial activation. Pabst notifies the EOC OIC of the back up I-39/90.		Lt. Pabst
253	WSP	6-Feb	1757	Regional Incident Contact got call from STOC about fax that interstate is closed-as contact can offer to call county to activate an alternate route	PCO Not closed have semi's blocking hwy-no alternate route secondary roads not	WSP Comm

					much better	
254	WSP	6-Feb	1800-1900	No State Patrol personnel at Dane County EOC		
255	WSP	6-Feb	1800-1900	DeForest Post Communications Center overwhelmed with calls from stranded motorists.	Phone calls	Citizens
256	WSP	6-Feb	1800-1900	Actual length of backup unknown during this period. Traffic moving slowly.		DSP Troopers
257	WSP	6-Feb	1800-1900	DSP assessed staffing levels as adequate. Problems with getting snowplow resources to scene.		DSP Command
258	WSP	6-Feb	1800-1900	Focused on opening I-39 /I-90, not closing it.		DSP Command
259	WSP	6-Feb	1800-1900	Sgt. Lindgren makes several requests to Dane County Highway Dept. to plow crossovers and shoulders to free up traffic. County responded that it was unsafe due to conditions. Sgt. Wagner stated that the eastbound lanes were in such poor condition that it would be unsafe to attempt to turn traffic through the crossover to proceed eastbound from the westbound lanes.		Sgt. Wagner and Sgt. Lindgren
260	WSP	6-Feb	1800-1900	Alternate routes discussed and determined that they were not a viable option.		DSP Command
261	WSP	6-Feb	1800-1900	DeForest Post Communications Center called numerous area towing companies without success. Decision to call companies outside of the area was made.		DSP Command
262	WSP	6-Feb	1800-1900	Requested assistance from counties outside of area for assistance on plowing.	Phone call	DSP Command
263	WSP	6-Feb	1800-1900	Sgt. Lindgren and Sgt. Wagner trying to determine why traffic was in a stop and go status. Determined that some truckers were asleep in their cabs or unable to get traction to move.		Sgt. Wagner and Sgt. Lindgren
264	WSP	6-Feb	1800-1900	DeForest Post Communications Center received 24 incident calls during this time period.	Dispatch cars	Various sources
265	WSP	6-Feb	1800-1900	Sgt. Lindgren requested Dane County Highway Dept. to come up left shoulder on the eastbound side to alleviate congestion.	Request for service	Sgt. Lindgren
266	WSP	6-Feb	1800-1900	Dane County Highway Department indicates that they have 4 snowplows on the interstate and usually have two.		Dane County Highway Department
267	WSP	6-Feb	1800-1900	Sgt. Bauer reports to the command post at Coachman.		Sgt. Bauer
268	WSP	6-Feb	1815	Sgt. Lindgren phoned Schmidt's Towing. He was advised that they had enough wreckers but needed snowplows and salt. Having trouble with the road surface and grade for stability. There were no Dane County Highway trucks in sight.	Phone call	Sgt. Lindgren and Schmidt Towing
269	WSP	6-Feb	1820	Lt. Pabst made contact with Mr. Cassimy via phone. He advised he had been in the backup for an extended period of time and wondered what he should do with his vehicle. He was advised that he should stay with his vehicle.	phone call	Pabst
270	WSP	6-Feb	1830	Conference call with Lt. Pabst, State EOC, Dane County EOC, Capt. McMenamin, Lt. Steeber, Sgt. Jenswold, Sgt. Wagner and PCS Palmer. Solution was to have snowplows and wreckers work together. Decided to send National Guard resources and law enforcement snowmobilers (Fire Service, EMS, DNR) in to assist the stranded motorists. Dane County took a leadership role on the use of snowmobiles.	Phone consultation	Lt. Pabst, State EOC, Dane County EOC, Captain McMenamin, Lt. Steeber, Sgt. Jenswold, Sgt. Wagner and PCS Palmer
271	WSP	6-Feb	1830 approx	Telephone call with DNR Chief Warden Stark.	Discussed the status on deployment of DNR trucks, snowmobiles to check on status of stranded motorists. Also to assess any options to move any vehicles out of the back-up.	WSP Supt Collins

272	WSP	6-Feb	1830 - 1930	Additional telephone calls with Capt McMenamin/Lt Steeber.	Discussed status of NB Dane/Rock back-up. Discussed the assistance of other agency snowmobiles to check stranded motorists. Back-up estimates were NB only with approximately 700 to 800 vehicles involved. Congestion of those vehicles and their positioning along with snow covered, drifted crossovers and ramps did not allow for options of moving those vehicles out in any direction. Work is still underway at the bottleneck.	WSP Supt Collins
273	WSP	6-Feb	1845	Sgt. Jenswold and Sgt. Wagner travel to I-39 / I-90 site to assess situation status. Sgt. Lindgren was the OIC at the DeForest Post		Sgt. Wagner, Sgt. Jenswold, and Sgt. Lindgren
274	WSP	6-Feb	1850	Captain McMenamin approves use of law enforcement snowmobiles to assist stranded motorists.		Captain McMenamin
275	WSP	6-Feb	1900-2000	Traffic began moving westbound during this time period.		Sgt. Jenswold
276	WSP	6-Feb	1900-2000	16 new incidents reported on CAD (crashes, runoffs, motorist assists)	Dispatch cars	PCO's
277	WSP	6-Feb	1900-2000	Lt. Pabst phones Captain McMenamin regarding the status of the OIC and PIO. OIC was Sgt. Lindgren and PIO was PCS Palmer.	Phone call	Lt. Pabst and Captain McMenamin
278	WSP	6-Feb	1900	Request Rock County to call highways I-90 SB to Racine Street ramp be cleared	WSP PCO called Rock County to request-PCO states overwhelmed	
279	WSP	6-Feb	1900	Woman stuck I90 NB Janesville area	PCO advise get off due to traffic being stuck	
280	WSP	6-Feb	1901	People using crossover/trooper request another squad	Trooper adv can not stop many people using crossover without additional help	
281	WSP	6-Feb	1901	Man stuck in traffic	PCO adv semis stuck and trying to clear do not have a time frame-hoping next hour	
282	WSP	6-Feb	1901	Trooper being sent from cross over to 171 area	PCO adv trooper to head to call and just tell the people not to use the cross over	
283	WSP	6-Feb	1901	Numerous slide in at 171	PCO dispatch cars to the area	
284	WSP	6-Feb	1901	144 sitting on 171 ramp waiting for plow	Info only. No action taken.	
285	WSP	6-Feb	1902	Man stuck worrying about running out of fuel/ man in Rock County	PCO adv have no answer-check back in another 1/2 hour	
286	WSP	6-Feb	1903	Man calling for family member that was stuck	PCS adv sit tight at least snow stopped trying to get traffic moving	
287	WSP	6-Feb	1903	Man calling to ask if plows being pulled off	PCO advise plows will stay on interstate but being pulled from secondary roads	
288	WSP	6-Feb	1904	Channel 15 called to see if there is a press conference	PCO adv command staff having a meeting to figure what best solution is but possible they will have announcements	
289	WSP	6-Feb	1904	Stranded motorist over 4 hours asking what is happening	Sgt explains what is happening/working on resources	
290	WSP	6-Feb	1904	No wreckers available in Dane County	PCO adv checking every 10 minutes will adv when we can get some	
291	WSP	6-Feb	1905	Man stuck in traffic	PCS explains what happened and trying to get vehicles out	

292	WSP	6-Feb	1905	Wurtz tow has no tow available	PCO tries to get tows	
293	WSP	6-Feb	1906	Dane County asking if we have a patient update at the 147 MP/trucker has chest pains	PCO looking through long line of incidents adv tpr is trying to get to them	
294	WSP	6-Feb	1906	Woman calls to inquire when traffic will move	PCO explains the situation.	
295	WSP	6-Feb	1906	Man calls to find out when moving- out there 5 hours- angry states people running out of gas- adv not seen one plow since 3 PM-threatens to unload snow mobile and it will be a parking lot-worried about being there at night - asking why we could not shut interstate shut down	PCS tries to explain what is happening with snow plows getting stuck- parking lot- contacted EOC and National Guard	
296	WSP	6-Feb	1907	Rockford ISP asking if anything is going on at state line they now have back up	PCO adv not aware of accident at state line	
297	WSP	6-Feb	1907	Man says been on interstate since 11:30 AM - wants to know how soon he will get off and what if he runs out of gas	PCO adv trying to clear roads and get out there- will send gas out	
298	WSP	6-Feb	1908	Caller query about person on interstate since 11:30- looking for time frame to get people off	PCO adv trying to clear roads and get out there- will send gas out	
299	WSP	6-Feb	1909	Woman calling about husband on interstate for 5 hours	PCO says not directing off just trying to get them moving	
300	WSP	6-Feb	1909	2 semis blocking ramp at 171 again//NB clear SB is still blocked	Trooper at scene providing information	
301	WSP	6-Feb	1909	Woman stuck for 6 hours N of Edgerton have not seen one plow in either direction in 6 hours	PCO adv plows out	
302	WSP	6-Feb	1910	Man stuck for 5 hours wants to walk to Mobile- asking if against law to leave vehicle- wants food and drink -	PCO advised man to do what he feels he needs to do - may be a while before we get help to him	
303	WSP	6-Feb	1910	Transfer call from Rock Call - Sgt at Janesville PD - wants to talk to someone in charge has every motel room filled and calling salvation army - want to know how many are getting off at Neuville Road	PCO connects to WSP Sgt.- he adv WSP is not recommending alternate route	
304	WSP	6-Feb	1910	Man stuck in traffic 5 1/2 - 6 hours - someone to pick us up on the other side	PCS adv not safe to have babysitter come out to pick them up	
305	WSP	6-Feb	1911	Woman asking if traffic is moving	PCO advised no traffic is not moving	
306	WSP	6-Feb	1912	Dane County advised 156.6 MP driver almost out of fuel/ Dane dispatch advising to pass the callers on to WSP- Dane dispatch advised she could not get an answer from WSP so she took the information and is now passing it along	PCO adv trying to get roads open and get assistance out to them	
307	WSP	6-Feb	1912	Man stuck 6-7 hours wanting to know when he will be out/ needs to go to the bathroom/ drifts are so high we can not even get into the fast lane	PCS explains we contacted National Guard, DNR, and EOC, may be some time yet	
308	WSP	6-Feb	1912	Woman stuck for 6 hours and have not seen plows, salt trucks or law enforcement/ woman is just into Dane county	Sgt explains we can not get to them because of stuck vehicles/ trying to work ahead of this/ looking at monitor seeing snow plow going NB at the 143/hopeful they will be moving shortly	
309	WSP	6-Feb	1912	Trooper clarifying there is no tow policy in effect	PCO adv not aware of any no tow policy only that we can not get any tows at this time	
310	WSP	6-Feb	1914	Davis tows for 2 semis at the 171 MP	PCO adv trooper	
311	WSP	6-Feb	1914	Trucker getting low on fuel / I-39/90 NB 147 WB Scale	PCO will contact highway shop to make a pass through there/ no one may know they are at the scale	
312	WSP	6-Feb	1915	2 Dane Beltline service patrols entering I-90 from Hwy 12	Requested by WSP	
313	WSP	6-Feb	1915	Dane County adv 9 year old with stomach at 162 refused EMS	PCO took information	
314	WSP	6-Feb	1916	Husband stuck asking what is going on	PCO explains	
315	WSP	6-Feb	1916	Tpr Hendricksen clearing from DeForest south to Hwy 12 and Beltline patrols can pick up from there	PCO adv semi there from last night in ditch at 147	

316	WSP	6-Feb	1916	SB 145 Duelyly stuck	PCO trying to get tow-tow company adv they are stuck in traffic as well - get to it when you can	
317	WSP	6-Feb	1917	I-90 NB 7 1/2 hours stuck in back up/ truckers advising WSP gone home until 4 AM	PCO adv trying to get interstate open/ still out there	
318	WSP	6-Feb	1917	Caller query about drivers stuck on interstate and wanted to know what happened	PCS explains	
319	WSP	6-Feb	1918	I39 caller still sitting and wondering what is going on	PCO explains	
320	WSP	6-Feb	1918	Staging area for equipment and supplies set up at Edgerton Oasis.		DSP Command
321	WSP	6-Feb	1919	Request Dane County Highway pass through scale to open lot to get semis out// plows are at the 154 at this time with the wreckers trying to get hill open- unknown how long it will take	PCO makes request based on prior phone call	
322	WSP	6-Feb	1920	Caller stuck asking if he will be there all night	PCO adv we do not think it will be all night	
323	WSP	6-Feb	1920	Wife stuck should they stay at rest stop for the night on SB side	PCO adv stay where they are for now	
324	WSP	6-Feb	1921	DNR reports I-90 at 156 Dane Deputy has traffic moving both directions very slowly// overpass has a clog Deputy is trying to clear	PCO answers calls and obtains update to pass along	
325	WSP	6-Feb	1923	Vehicle blocking 175 exit ramp area and will not let anyone help him	PCO created CAD call	
326	WSP	6-Feb	1923	Sister stuck with husband and 2 kids- 7 hours -can not understand why they can't get someone out to them - very upset	PCS explains what resources we are sending	
327	WSP	6-Feb	1925	Update from Dane on Highway trucks// Dane adv both trucks are trying to scrap the hill and dump salt in that area at this time	Sgt request trucks 154-156 area //request clear shldr and left lane to get squad to get food and water to stuck vehicles	
328	WSP	6-Feb	1925	Stuck for 4 hours// want to know how much longer// have wife and 4 month old son and he wants to go get water and food	PCO adv as soon as possible//salt trucks out there now	
329	WSP	6-Feb	1925	Stuck for 8 hours//want to know when they will get out//angry	PCO explains doing best we can	
330	WSP	6-Feb	1926	SB traffic completely stopped past 156	Tpr Rulle adv radio	
331	WSP	6-Feb	1926	149 blocked both ways	Tpr adv both sides blocked and would go up wrong side to see what is going on	
332	WSP	6-Feb	1927	Need heavy duty tow 170 NB	Tpr request	
333	WSP	6-Feb	1927	Angry caller asking why isn't someone coming out to help- Red Cross or someone needs to come help//angry// no plow trucks//threat to take to the media// diabetics - food assistance needed	PCO trying to explain	
334	WSP	6-Feb	1928	NB traffic backed up to 178	Reported by Tpr Rowley	
335	WSP	6-Feb	1929	Blockage NB 178 MP 2-3 vehicles in ditch	Observed by Tpr Rowley	
336	WSP	6-Feb	1929	Just before N ramp // NB 147 total blockage semi overturned	PCO took call from Highway Dept	
337	WSP	6-Feb	1930	Woman stuck inquiry as to how long they will be stuck running low on fuel	PCO advises we have know idea	
338	WSP	6-Feb	1930	Deweys tow for 175	PCO request	
339	WSP	6-Feb	1930	Rock 911 177 NB silver Audi in Median	PCO advise will see what we can do //CAD call	
340	WSP	6-Feb	1930 approx	Telephone call from Gen Dunbar.	Discussed the need to send out Natl Guard to assist with snowed in backed up motorists with 4 WD vehicles to check on their safety.	WSP Supt Collins

341	WSP	6-Feb	1930 approx	Telephone call from Gov Doyle.	Briefed him on the situation of a 14 to 15 mile back-up on I90 NB starting at milepost 156 hill. We have wreckers, snow plows and responders at the scene working through the movement of those vehicles out of the bottle neck. Discussed assistance being provided by DNR with wardens, snowmobiles and 4 WDs. Discussed Supt calls with Gen Dunbar and the response of the Natl Guard. Efforts were being undertaken to check on stranded motorists in back-up. Supt Collins informed Gov Doyle that "closing" the interstate was not advisable without extensive discussion and agreement with all officials in Rock and Dane Co areas. No other highways were passable or safe north or south bound for a reroute. Ramps in Rock Co were snowed shut, Traffic Alerts have been sent out on the NB situation.	WSP Supt Collins
342	WSP	6-Feb	1930 - 2000	Additional phone calls with Gen Dunbar.	Further discussions on the priority of getting Natl Guard and DNR staff to check on stranded motorists.	WSP Supt Collins
343	WSP	6-Feb	1930 - 2000	Telephone call with Gov Chief of Staff Goodwin.	Discussed same info that was shared with Gov.	WSP Supt Collins
344	WSP	6-Feb	1930 - 2000	Telephone call with Gov Chief Legal Counsel Zolik	Discussed same info that was shared with Gov.	WSP Supt Collins
345	WSP	6-Feb	1931	Warden and 1102 go SB in NB lanes from MP 147 to MP 156 to check out status		
346	WSP	6-Feb	1931	Dane EOC calls for Sgt	PCO patches call through	
347	WSP	6-Feb	1932	Angry caller stuck on I90 south side of Edgerton// there for 4 hours	PCO tries to explain// apologizes says back up north of 150 MP	
348	WSP	6-Feb	1933	Semi blocking at 147 NB	PCS broadcast	
349	WSP	6-Feb	1933	171 C ramp clear no vehicles	Insp 1107 adv	
350	WSP	6-Feb	1933	Channel 3 receiving calls from people stuck on interstate wondering what they should do// are you working with DNR?//Where big back up is//	PCO adv trying to get semis towed out and highway out to salt //shut down veh for a while until cold and then turn on when they need heat//	
351	WSP	6-Feb	1934	Public call to ask if there is anything she can do for people stuck	Call referred to Sgt	
352	WSP	6-Feb	1934	No overturned semi NB at the 147 and no traffic blockage SB// semis are getting through	Verified by trooper at 147 MP	
353	WSP	6-Feb	1936	Dane dispatcher stuck on interstate makes suggestion everyone get off at 156 exit// Dane county says "how about we arrange for the county plows to get out there on 51 and get them off that way"	Sgt adv we are not suggesting alternate routes because side roads are worse and several counties have pulled plows from off highway routes	
354	WSP	6-Feb	1937	Caller waiting 4 hours	Sgt. Adv no time frame to getting them off	

355	WSP	6-Feb	1938	Daughter stranded//death in family and need to get to her//	PCO adv what is happening and no way to get to her -hope to have moving in next couple of hours	
356	WSP	6-Feb	1938	People a sleep in line SB at the 151 where traffic is now moving	Insp 1102 adv he was with DNR checking on people	
357	WSP	6-Feb	1938	SB clear all the way to 163// bottle neck there where trucks can not get up the hill	Trp Rulle reporting	
358	WSP	6-Feb	1939	SB traffic is moving again and some NB traffic is moving in the 151 area	Trp Rulle reporting	
359	WSP	6-Feb	1939	Wife calling about husband stuck in traffic	PCO explains people on snow mobiles out bringing water and food	
360	WSP	6-Feb	1939	Insp 1102 and DNR still SB in NB lanes// NB traffic is now coming at them	Will continue on	
361	WSP	6-Feb	1939	Kathy Krusiec phoned DeForest Post Communications requesting a formal document (Memo of Understanding) for the use of snowmobiles and the sheriff.	Phone call	Kathy Krusiec and DSP Command
362	WSP	6-Feb	1940	Caller stuck in traffic	PCO explains no time frame	
363	WSP	6-Feb	1944	Caller north of Beloit SB side//how long	PCO explains no time line	
364	WSP	6-Feb	1944	I90 north of Janesville// stuck //how long	PCO explains-snow mobile clubs coming out to distribute water	
365	WSP	6-Feb	1945	Caller stuck	PCS explains	
366	WSP	6-Feb	1946	Caller stuck//in van with 8 kids needs milk// has heat low on fuel	PCS explains	
367	WSP	6-Feb	1947	stuck for 8 hours	PCO explains	
368	WSP	6-Feb	1949	C158 enroute to State EOC		
369	WSP	6-Feb	1950	Son stuck in traffic 9 hours	Warden explains how we are trying to get help to people	
370	WSP	6-Feb	1950	Angry caller asking about progress//running out of gas// stranded 6 hours//where are the plows//	PCS tries to explain//doing best we can	
371	WSP	6-Feb	1951	Husband and son stranded//	PCO explains	
372	WSP	6-Feb	1952	153 NB trouble getting up hill// snow plow there pushing// slow process	Reported by Insp 1102	
373	WSP	6-Feb	1952	Caller stuck 8 hours by 156 area// diabetic and Closter phobic	PCO adv DNR and Inspect coming around with food and water	
374	WSP	6-Feb	1953	Semi Jack knife NB ramp to Racine street	Tpr reporting	
375	WSP	6-Feb	1955	RO unoccpd mile south of Racine Street in median	PCO takes call from Dane County	
376	WSP	6-Feb	1956	149 Cross over trying to wake semi drivers to get them to move	Tpr Burgem reporting	
377	WSP	6-Feb	1956	Irate Caller demanding to know what action is being taken	PCO transfers to Captain	
378	WSP	6-Feb	1958	WIBA radio 5 minute call	Captain McMenamin responded to call	
379	WSP	6-Feb	1959	Traffic SB is up to about 50 mph	Sgt. 103	
380	WSP	6-Feb	1959	Can not make it up the hill at the 155 NB need highway	Tpr 181 reporting//PCO under impression highway was out there already	
381	WSP	6-Feb	1959	Caller stuck with 2 small children over 2 hours// how long	PCO explains	
382	WSP	6-Feb	1959	Lt. Pabst phones Captain McMenamin regarding the Memo of Understanding.	Phone call	Lt. Pabst and Captain McMenamin
383	WSP	6-Feb	2000-2100	5 new incidents during this period, primarily in Rock County.		PCO's
384	WSP	6-Feb	2000-2100	Sgt. Bauer reported that the snowplows were traveling SB in the NB lanes to get to the site. Wreckers were pushing tractor semi-trailer units up the hill. Snowmobilers were knocking on the doors of the tractor units to wake up the operators.		Sgt. Bauer
385	WSP	6-Feb	2000-2100	State of Emergency was signed for Rock and Dane Counties. General approves aviation assets to assess situation.		

386	WSP	6-Feb	2030 approx	Telephone calls with Capt McMenamin/Lt Steeber.	Has additional calls with McMenamin and Steeber they discuss the possibility of closing the Interstate and re-routing any traffic on any Interstate or roads. Information was that this option was not safe, since roads in the area were reported impassable.	WSP Supt Collins
387	WSP	6-Feb	2030 - 2100	Telephone calls with Gen Dunbar.	Advised Gen Dunbar against closing the interstate between Madison and the IL state line. Supt Collins had no info or support from officials on the scene or in command posts, EOCs or from local officials supporting that option.	WSP Supt Collins
388	WSP	6-Feb	2045	General Dunbar confers with Pabst at the State EOC regarding a situation update and whether it has met the threshold of being a state of emergency. Pabst responded in the affirmative. General Dunbar gives the approval to use helicopters in a joint agency effort to survey the extent of the incident. Gen. Dunbar suggests re-routing traffic and Pabst advised that he would speak with McMenamin to encourage evaluation of reroute option.	Phone call	General Dunbar and Lt. Pabst
389	WSP	6-Feb	2100	Telephone calls with Major Price.	Discussed Capt. Pichette coming down to DeForest Post to assist with command as well as Capt. Teasdale and Lt. Lorentz to assist at DeForest Post or EOC. Maj. Price advised that they will be responding	Superintendent, Maj. Price
390	WSP	6-Feb	2100	Maj. Price telephones Capt. Pichette and tells him to contact the DeForest Post inquire as to the status of event in the Post and the weather effect on the patrol activities.	Phone Call	Maj. Price, Capt. Pichette
391	WSP	6-Feb	2108	Lt. Pabst notifies the Superintendent that the "State of Emergency" declaration is being drafted.	Phone call	Lt. Pabst and Superintendent Collins
392	WSP	6-Feb	2115	Pichette telephones Steeber and discusses road conditions in the DeForest Post area. Pichette asks what is going on. Steeber tells Pichette that "they have it under control" and that she has to get to another conference call. Pichette tells Steeber to phone him back when she finishes with the conference call.	Phone Call	Capt. Pichette, Lt. Steeber
393	WSP	6-Feb	2115	Governor Doyle signs Executive Order # 239, a proclamation declaring a State of Emergency in Dane and Rock Counties.		Governor Doyle
394	WSP	6-Feb	2120	Pichette phones Capt. Teasdale and discussed the current weather related event in the DeForest Post. They discuss utilizing motor carrier inspectors who were currently attending prescheduled training in the Wisconsin Dells area as strike teams if the DeForest Post required additional personnel.	Phone Call	Pichette, Teasdale
395	WSP	6-Feb	2123	Traffic Incident Alert issued to media, STOC, DOT Secretary, Superintendent Collins and other list recipients through email. It stated that the National Guard and snowmobiles have been deployed to assist stranded motorists.		
396	WSP	6-Feb	2130 approx	Read e-mail, Traffic Alert from SW Region, Deforest Post. Traffic alert stated that an incident at 5:13 PM occurred at milepost 156-170 SB that adversely impacted traffic. Motorists should expect delays and are advised to avoid travel in this area. Snowmobiles and Natl Guard resources have been deployed to assist stranded motorists.	read e-mail	WSP Supt Collins

397	WSP	6-Feb	2130 approx	Telephone call with Lt Pabst at EOC.	Discussed lack of fresh information and details of what is happening in Rock and Dane Counties on the status of getting the bottle neck at NB milepost 156 open, the status of the ramps and the accurate location of the back-up. Discussed that officers and responders are having great difficulty getting around the area to report details.	WSP Supt Collins
398	WSP	6-Feb	2130	Price calls Teasdale and directs Teasdale to reach out to McMenamin reference the deployment of inspector personnel attending motor carrier training in the Wisconsin Dells area to assist in the DeForest Post	Phone Call	Price, Teasdale
399	WSP	6-Feb	2130	Pichette phones Major Price and briefs him about his conversation with Capt. Teasdale and that Teasdale is assembling the inspectors as discussed in the event they are needed at DeForest Post	Phone Call	Price, Teasdale
400	WSP	6-Feb	2130	Captain McMenamin assumes role as PIO and handles telephone press conference.		Captain McMenamin
401	WSP	6-Feb	2140	Lt. Pabst spoke with Bob Fasick (DOT) regarding road conditions.	Provided update	Lt. Pabst
402	WSP	6-Feb	2145	Lt. Steeber contacts various resources in the Janesville area to provide shelter to stranded motorists (100 beds - Anchor Inn and 30 beds - Country Inn).	Phone calls	Lt. Steeber
403	WSP	6-Feb	2145	Steeber phones Pichette. Steeber tells Pichette that she had spoken with Kathy Krusiec of Dane County Emergency Management. Krusiec is assisting with getting Dane County plows deployed to the Interstate in the area of the backups. Steeber briefs Pichette that traffic is moving on the Interstate in one direction. She tells him that McMenamin is coordinating snowmobile deployment to help with the backup on the Interstate in Dane County. Pichette asks if his presence is needed in DeForest. Steeber tells him that there is nothing you can do, we don't need people, we just need plows and wreckers to get semi's up the hill. Steeber tells Pichette that she does not believe that he could travel down HWY 151 from Fond du Lac as the plows had been reassigned to the interstate system.	Phone Call	Pichette, Steeber
404	WSP	6-Feb	2145	Teasdale called Lt. Lorentz and advised to meet in lobby of Ho-Chunk Convention Center in regards to mobilizing Inspectors.		Capt. Teasdale
405	WSP	6-Feb	2200-2400	Sgt. Bauer contacts Lt. Steeber to inquire if media advisory should be issued, reports that ramps on the interstate are closed.		Sgt. Bauer
406	WSP	6-Feb	2200 approx	Telephone call to the DOT Sec, Deputy Sec, and Exec Assistant.	Briefed each of them on the information Supt Collins had on above details. Supt Collins discussed the possibility of closing the interstate, but the lack of details on the options or how that could be done and the lack of local support due to placing motorists on equally dangerous highways closed with heavy snow. At this time, Supt Collin's information was the problem of lengthy back-ups were NB only and SB traffic in Dane and Rock Co's was still open but moving very slowly.	WSP Supt Collins

407	WSP	6-Feb	2200 approx	Additional telephone calls with Gen Dunbar.	Additional discussions on closing the interstate. Supt Collins explained to Gen Dunbar the same challenges as before with no new info to add. Gen Dunbar informed Supt Collins that the formal State of Emergency has been enacted. Gen Dunbar informed that the Natl Guard helicopter will be in the air soon to view the back-up and conditions in Dane and Rock Co's. Also that gas and food/water are being made available to the stranded motorists in the back-up.	WSP Supt Collins
408	WSP		2200	In lobby of Ho-Chunk Convention Center, Teasdale advises Lorentz that he, Lorentz and Sgt. Paul Matt were to check Ho-Chunk parking lot to determine the number of marked DSP cruisers available for deployment to the DeForest Post.		Capt. Teasdale
409	WSP	6-Feb	2200	Sgt. Bauer arrives at the command post at Coachmans (USH 51 Stoughton Exit # 156)		Sgt. Bauer
410	WSP	6-Feb	2210	Steeber phones Pichette and briefs him about the current operational status of the DeForest Post. She tells him that "they are getting traffic moving". Pichette is told that he is not needed and he tells her that if she needs anything to call him.	Phone Call	Pichette, Steeber
411	WSP	6-Feb	2215	Sgt. Bauer moves to the Snowmobile Command Post		Sgt. Bauer
412	WSP	6-Feb	2220	Pichette phones NER Fond du Lac Post and directs them to hold out troopers beyond the end of their scheduled shifts in the event that they are needed for deployment to the DeForest Post.	Phone Call	Pichette, NER Post
413	WSP	6-Feb	2223	Lt. Pabst phones Superintendent Collins informing him that the Air National Guard will be conducting an assessment.		Lt. Pabst and Superintendent Collins
414	WSP	6-Feb	2230 - 2300	phone calls with Capt McMenamin/Lt Steeber.	Discussed that there was still no completion of opening bottle neck at NB milepost 156. Still no reports of injuries or crashes in any of back-up. Snowmobiles are traveling through back-up. Supt Collins stressed the need to check each vehicle/motorist. Log/mark it, be able to report occupants condition. Further discussions on the possibility of closing the interstate in any manner were discussed and both Capt McMenamin/Lt Steeber advised against it.	WSP Supt Collins
415	WSP	6-Feb	2230	Teasdale phones McMenamin and informs him of the immediate available inspector resources currently in the Wisconsin Dells Area. McMenamin advises Teasdale that the inspectors can "stand down". If the inspectors were deployed to the DeForest Post there would be no assignment for them.	Phone Call	Capt. Teasdale
416	WSP	6-Feb	2230	Lt. Steeber receives a call from Kathy Krusiec from the Dane County EOC and Sheriff Mahoney. Kathy advises that the State Patrol is the Incident Command and can call in state resources without an emergency declaration.	Phone Conference	Kathy Krusiec, Sheriff Mahoney and Lt. Steeber
417	WSP	6-Feb	2232	Lt. Pabst requested an estimate of vehicles in the backup from Sgt. Bauer. Bauer estimated about 500 vehicles.	Provided update to EOC	Lt. Pabst and Sgt. Bauer

418	WSP	6-Feb	2245	Sgt. Bauer advises a UPS tractor semi-trailer unit was jack-knifed at the Rock River Bridge area. Traffic is moving intermittently, backup continues to occur due to drivers of tractor semi-trailer units sleeping. Snowmobilers were sent out to make contact with each unit.		Sgt. Bauer
419	WSP	6-Feb	2300	Capt. Teasdale phones Pichette and informs him that he has had conversation with McMenamin. McMenamin told him that he had no assignments for the inspector strike teams and that they could stand down.	Phone Call	Teasdale, Pichette
420	WSP	6-Feb	2300	Road Report updated to "Ice Covered and Hazardous" on I-39/I-90 from Beloit to Madison.		PCO's
421	WSP	6-Feb	2300	Conference Call # 1 with all command posts: North Command Post reported that traffic was checked to Hwy 59 and both lanes were blocked at Hwy 59, South Command Post reported traffic moving, Dane County Command Post reported that motorists were requesting fuel and it was provided, Rock County Command Post reported that they were checking on stranded motorists, National Guard not present at command posts.		Lt. Steeber, State EOC, Rock Co. Emergency Mgt., Dane Co. Emergency Mgt., Rock Co. 911, Dane Co. 911 and Kathy Sukus
422	WSP	6-Feb	2310	Pichette phones Sgt. Nelson at the NER FDL Post and tells him to stand down the FDL Region personnel who were extended beyond their normal scheduled hours.	Phone call	Pichette, Nelson
423	WSP	6-Feb	2310	Illinois Toll Center contacted reference of activation of NB I-39 message sign, "All Lanes Blocked Janesville to Madison - Expect Long Delays".	Phone call	DSP Command
424	WSP	6-Feb	2315	Pichette phones Price and advises of current conditions in DeForest and that no additional resources were needed. Resources put on standby-by at FDL Post were cancelled.	Phone Call	Pichette, Price
425	WSP	6-Feb	2320	Sgt. Bauer reported to Lt. Pabst at State EOC, northbound traffic moving steadily at 15 to 20 mph.		Sgt. Bauer and Lt. Pabst
426	WSP	6-Feb	2330 approx	Telephone call to Capt Pichette	Capt Pichette informed Supt Collins he was not coming to DeForest Post. Pichette said that he was told that he was not needed.	WSP Supt Collins
427	WSP	6-Feb	2330	Conference Call # 2: North Command Post reported that traffic was moving northbound, southbound was stopped, drivers were sleeping in the vehicles and they were waking them and they were checking on stranded motorists from North Command Post to Hwy 59 in both directions; South Command Post reported traffic backed up to milepost 177 northbound, opening exits at Hwy 59 for access; Air National Guard reported 552 tractor semi-trailer units stopped and 295 automobiles.		Lt. Steeber, State EOC, Rock Co. Emergency Mgt., Dane Co. Emergency Mgt., Rock Co. 911, Dane Co. 911 and Kathy Sukus, Larry Reid
428	WSP	6-Feb	2350	Pabst receives phone call from Johnnie Smith (WEM administrator), he is stuck in the southbound back up on I-90 near the scale. Smith asks for a EOC phone number that would be answered.	Pabst supplied his EOC desk line to Smith.	Lt. Pabst
429	WSP	7-Feb	2400 approx	Telephone calls to DOT Sec and Deputy Sec.	Discussed that there is no new information on status of the NB back-up. Efforts are already underway to check on stranded motorists and provide food/water and gas. No reports of any injuries or medical distress.	WSP Supt Collins
430	WSP	7-Feb	0000-0100	Sgt. Bauer reported that northbound traffic cleared shortly after midnight. Southbound traffic flowing most of night.	Radio transmission?	Sgt. Bauer
431	WSP	7-Feb	0000	Sgt. Brad Altman reported for duty at State EOC and relieves Lt. Pabst as the DOT EOC rep.		Sgt. Altman
432	WSP	7-Feb	0015	Sgt. Altman consults with Supt. Collins of possibility of closing the Interstate. I-43 not feasible, Hwy 26 NB to I-94 in Janesville - Feasible, Hwy 14 SB from beltline to Janesville - Feasible.	Phone call	Sgt. Altman and Superintendent Collins
433	WSP	7-Feb	0030 approx	Telephone call from Sgt Altman at EOC	Discussed the 11:00 PM report from Natl Guard helicopter fly over identifying approx 900 vehicles stranded on I90 NB for approx 15 to 17 miles.	WSP Supt Collins

434	WSP	7-Feb	0030 approx	Telephone call with Chief Legal Counsel Zolik	Action discussed all of the above listed details. Supt Collins informed him that closing the interstate is not an option that has any level of support or safety at this time.	WSP Supt Collins
435	WSP	7-Feb	0030	Conference Call # 2: Call ended prematurely. Continued at 0120 hours.	Phone Conference	Lt. Steeber, State EOC, Rock Co. Emergency Mgt., Dane Co. Emergency Mgt., Rock Co. 911, Dane Co. 911 and Kathy Sukus, Larry Reid, Walworth Co. Hwy Dept., Dane County Hwy Dept.
436	WSP	7-Feb	0055	Captain McMenamin requests 8 troopers and 2 sergeants from Tomah Post	Phone call	Captain McMenamin and Lt. Pabst
437	WSP	7-Feb	0055	Lt. Lind contacted by Lt. Pabst to facilitate the Tomah Post resources.	Phone call	Lt. Pabst and Lt. Lind
438	WSP	7-Feb	0100 approx	Telephone call to Capt McMenamin	Discussed his e-mail from 12:52 AM to Supt Collins on a summary of this event. Responders are still working on the bottle neck at NB milepost 156 and progress has been made. There are reports that some traffic has made it through WB.	WSP Supt Collins
439	WSP	7-Feb	0100 approx	Telephone call to WSP Sgt Lindgren in WSP Comm Center, Deforest Post	Supt Collins stressed to him the need to get the traffic blockage open with any and all resources and the need to see that every vehicle or as many as physically possible in that back-up gets personally checked.	WSP Supt Collins
440	WSP	7-Feb	0100	Captain McMenamin conducts media conference call	Phone Conference	Captain McMenamin
441	WSP	7-Feb	0115	Lt. Pabst signs out of State EOC		
442	WSP	7-Feb	0120	Conference Call # 3: Southern Command Post reported northbound and southbound traffic moving with gaps; Northern Command Post reported both directions moving; Rock County S.O. reported rolling backup at milepost 177 NB; Alternate routes discussed; Air Guard reports I-39 NB blocked at Hwy 26, temporary blockage at milepost 146 SB due to road conditions; Walworth County S.O. expressed concerns of only 6 deputies on duty; Jeff Western (EOC) stated it would take a huge effort to re-route traffic, re-routing not considered after discussion. All parties discussed plows in Rock and Dane Counties. Dane County requests approval to transfer calls back to State Patrol DeForest Post communication center. Steeber approved to reestablish transfer of 911 calls.	Phone Conference	Lt. Steeber, State EOC, Rock Co. Emergency Mgt., Dane Co. Emergency Mgt., Rock Co. 911, Dane Co. 911 and Kathy Sukus, Larry Reid, Walworth Co. Hwy Dept., Dane County Hwy Dept.
443	WSP	7-Feb	0130 approx	Telephone call to WSP Sgt Bauer at Stoughton Field Command Post	Stressed the same information as above with Sgt Lindgren. Sgt Bauer informed Supt Collins that as blockages were relieved officers on scene have to go back and wake up motorists in line to move ahead. No reports of injuries or medical distress.	WSP Supt Collins

444	WSP	7-Feb	0130 approx	Telephone call to DOT Sec.	Supt Collins relayed all of the above info and informed the DOT Sec, Supt Collins did not have sufficient infor, plans and support to close the interstate	WSP Supt Collins
445	WSP	7-Feb	0150	State EOC verified that IlliniosToll Center message sign was advising motorists of the traffic backups on I-39/90.	Phone Call	State EOC
446	WSP	7-Feb	0200 approx	Telephone call with Lt Steeber	Received info from Lt Steeber that work is progressing on the back-up at NB milepost 156. Vehicles are continuing to pass through the bottle neck area very slowly. No reports of injuries or medical distress from officials on snowmobiles or 4 WD, who are checking on stranded motorists.	WSP Supt Collins
447	WSP	7-Feb	0230	Conference Call # 4: Southern Command Post demobilized prior to conference call; Northern Command Post requests to demobilize which was denied by Lt. Steeber; All discussed joint public information release due to impending commuter traffic - All agreed News media observed in area.	Phone Conference	Lt. Steeber, State EOC, Rock Co. Emergency Mgt., Dane Co. Emergency Mgt., Rock Co. 911, Dane Co. 911 and Kathy Sukus, Larry Reid, Walworth Co. Hwy Dept., Dane County Hwy Dept.
448	WSP	7-Feb	0300	Rock County has all snowplows out		
449	WSP	7-Feb	0330	Conference Call # 5: Request DNR to send 3 Wardens and snowmobiles to the north end of the backup by EOC. Continued need to wake up drivers.	Phone Conference	Lt. Steeber, State EOC, Rock Co. Emergency Mgt., Dane Co. Emergency Mgt., Rock Co. 911, Dane Co. 911 and Kathy Sukus, Larry Reid, Walworth Co. Hwy Dept., Dane County Hwy Dept.
450	WSP	7-Feb	0355	Altman contacts Lt. Carnahan requesting 2 strike teams down to DeForest Post. Capt. McMenamin advised of same.	Phone Call	Carnahan, Altman
451	WSP	7-Feb	0400 approx	Read Traffic Alert e-mail from WSP Deforest Post. Email stated significant problems on interstate Madison to IL in both directions.	read e-mail	WSP Supt Collins
452	WSP	7-Feb	0455	Air National Guard reports 475 vehicles in southbound direction and 460 in the northbound direction. Majority identified as CMV's. Backup on I-39 at milepost 178 to Hwy 26, Janesville.	Phone Conference	Sgt. Altman, Col. Tim Donovan
453	WSP	7-Feb	0500	TIA faxed to media distribution list. E-mail attempts at 0345 were unsuccessful.	faxed	PCO's
454	WSP	7-Feb	0520	Conference Call # 6: Captain Bishop assumes incident commander role from Lt. Steeber. Lt. Steeber requested the DNR to supply 14 snowmobiles to assist with waking sleeping CMV drivers. DSP requests an Air Guard fly-over at 0800. Dane County Highway Department indicates that they have 4 snowplows on the Interstate, Rock County was unsure, DNR will be deploying 7 snowmobiles to the north end and 7 to the south at 0700 hours. Captain Bishop requests that DSP personnel use CB Channel 19 in an attempt to wake up sleeping CMV drivers. Dane County advised that their next operational period will begin at 0600 hours.	Phone Conference	Captain Bishop and Captain McMenamin, WEM, State EOC, Air Guard, Dane County EOC, Rock County EOC, DNR
455	WSP	7-Feb	0600 approx	Telephone call to DOT Sec.	Supt Collins reported the above update from Lt Steeber.	WSP Supt Collins
456	WSP	7-Feb	0630 approx	Telephone call to WSP Col Mendez.	Supt Collins discussed all of the above info with Col Mendez	WSP Supt Collins

457	WSP	7-Feb	630	Conference Call # 7: David Vieth relieved Jeff Western at the State EOC. DNR concerned for safety of their snowmobile operators on I-39 at milepost 156. Reported that vehicles were passing snowmobiles at approximately 50 mph.	Phone Conference	Captain Bishop and Captain McMenamin, WEM, State EOC, Air Guard, Dane County EOC, Rock County EOC, DNR
458	WSP	7-Feb	0700	Wausau Post Strike Teams (2) arrive in DeForest Post area and are deployed.		DSP Command
459	WSP	7-Feb	0715	Lt. Lind arrived at the DeForest Post		Lt. Lind
460	WSP	7-Feb	0715	Tomah Post Strike Team arrives in DeForest Post area and is deployed.		DSP Command
461	WSP	7-Feb	0730 approx	Telephone call to Chief Legal Counsel Zolik	Supt Collins shared briefing e-mail on events from Capt McMenamin and forwarded that e-mail to him.	WSP Supt Collins
462	WSP	7-Feb	0740	Dane County EOC reports I-39 SB traffic at 30-40 mph. Northbound traffic was estimated at 25-30 mph. Dane County EOC requests to release resources. Asked to wait until Air Guard fly-over.	Phone call	Dane County EOC, State EOC
463	WSP	7-Feb	0800	Request for heavy tow truck at Exit 160 to remove tractor semi-trailer units that are stuck on the ramp.		DSP Command
464	WSP	7-Feb	0800	Conference Call # 8: Conference call with media.		Lt. Lind, WEM, State EOC, Air Guard, Dane County EOC, Rock County EOC, DNR
465	WSP	7-Feb	0800	February 6th evening cars sent home.		Sgt. Kicmol
466	WSP	7-Feb	0800	Midnight held over until 1100 hours.		Sgt. Kicmol
467	WSP	7-Feb	0830 approx	Telephone call from WSP Capt Bishop from the DeForest Post	Supt Collins informed all back-ups are taken care of. Interstate NB and SB are still snow covered and slippery and vehicles are still sliding off but being handled.	WSP Supt Collins
468	WSP	7-Feb	840	Kicmol relieves Lindgren at DeForest Post.		Kicmol, Lindgren
469	WSP	7-Feb	0840	Captain Bishop directs Sgt. Kicmol to begin process of removing abandoned vehicles from Interstate.		Captain Bishop and Sgt. Kicmol
470	WSP	7-Feb	0900	Conference Call # 9: Planning for 1100 hours press conference. Dane County EOC is considering to release resources and is requested to wait until after the 0930 conference call.		Lt. Lind, WEM, State EOC, Air Guard, Dane County EOC, Rock County EOC, DNR
471	WSP	7-Feb	0930	Conference Call # 10: Dane County EOC advises staff released. Rock County EOC advised staffing at normal levels. Rock County 911 advises that work is being performed on I-39 NB with no reported problems. North Command Post reports 4 lanes open and traffic moving. South ramp at Hwy N having some problems due to being unplowed but passable. Southbound traffic moving slowly with stop and go. Traffic slow before hill at Rock River and at Hwy 73 Ramp. DNR removing snowmobiles and demobilizing. Dane County releasing resources.	Phone Conference	Lt. Lind, WEM, State EOC, Air Guard, Dane County EOC, Rock County EOC, DNR
472	WSP	7-Feb	1245	Illinois Toll Center contacted to discontinue messaging.		State EOC
473	WSP	7-Feb	1315	Dane County EOC deactivated.		State EOC
474	WSP	7-Feb	1325	Captain Bishop advises State EOC that situation can be handled with current staffing levels. State EOC advised operation will cease at 1400 hours subject to reaction by call to DEM Duty Officer.		State EOC, Captain Bishop
475	WSP	7-Feb	1405	Sgt. Wolfe advised Captain Bishop that State EOC deactivated.		Sgt. Wolfe

Appendix 2-4

Department of Transportation DTSD (Bureau of Highway Operations) Event Timeline

ITEM	AGENCY	DATE	TIME	EVENT - INCIDENT - INFORMATION - INQUIRY - ACTION - MESSAGE	ACTION TAKEN	WHO
000	DOT	5-Feb	1300	Example of any significant event, incident, reported information, inquiry received, action taken, message received.	Example of what action the agency took based on the event, incident, etc.	Person or department who took action.
001	DOT	5-Feb		Throughout the day, Tom Lorfeld (SW Region Operations Section Manager) is aware of forecasted storm, is monitoring conditions, and discussed preparedness with staff.	Monitoring conditions and discussed preparedness with staff	SW Region Highway Operations staff
002	DOT	5-Feb	1500	Rick Marz (Region area maintenance engineer – Rock Co.) checked with Rock County officials to ensure they were ready for the winter event. Rick was told that they expect 5 to 9 inches of snow over the evening and that they were prepared for it. Rick was not in contact again with Rock County until Thursday.		Rock County
003	DOT	5-Feb	1500	Tom Lorfeld received email from Bob Fasick informing of activation of the EOC at 8:00 pm that evening. Bob stated that he would be there along with Lt Pabst. Note: The weather service forecast attached to that email indicated +/- 9" in Mad. And up to 12" in Milwaukee with snow tapering off late Wed morning but drifting may be a problem into Thurs. evening.		
004	DOT	5-Feb	2020	EOC Activation. The State EOC was activated at 8:00pm with representatives from State Patrol, DTSD (aka Highways) and three staff including Administrator Smith (partial activation with select representation).(2)	DTSD present at EOC; notifies his supervisor , John Kinar.	Robert Fasick, Bureau of Highway Operations
005	DOT	6-Feb	0600	Update from State Traffic Operations Center: Freeway system in good shape. In Milwaukee area only one accident currently on southbound I-43 at National Avenue. (18)		
006	DOT	6-Feb	0630	Chad Renly (SW Region employee) leaves his home in Janesville area to go to work at the Madison office. He arrives at the Madison office at 8:15 AM, approximately 30 minutes later than normal. Chad believes his average speed on the interstate was approximately 35 to 40 mph with no traffic back-ups.		
007	DOT	6-Feb	0630	EOC Subject: SITUATION REPORT ON WINTER STORM #1.		
008	DOT	6-Feb	0644	(EOC) Fasick notifies Kinar there will be a discussion at 8:30 or 9 about need for EOC active status		
009	DOT	6-Feb	0706	Jeff Western email indicating he is en route to EOC		
010	DOT	6-Feb	0706	(EOC) Fasick emails WEM Situation Report #1; WEM to monitor storm throughout the day.	WEM to monitor storm throughout the day.	WEM
011	DOT	6-Feb	0708	(EOC) Fasick emails Western telling him appears to be no need for him to report to EOC.		
012	DOT	6-Feb	~0745	(EOC) Jeff Western arrives at the EOC. WEM was anticipating shutting down the EOC about 9:00AM as there was little activity.		
013	DOT	6-Feb	0800	Dave Pilon (Region area maintenance engineer – Dane Co.) stops at Dane County Shop to see if they are ready for the snow event.	Plows were out at this time. Steve Haag of the county says they have what they need, prepared as best they can at this time. Dave Pilon began driving area roads to determine condition. There was no further contact between the county and Dave Pilon until Thursday.	SW Region Highway Operations staff and Dane County
014	DOT	6-Feb	0809	(EOC) Fasick email indicating Western on site at EOC so Fasick going home.	Fasick leaves EOC	Bob Fasick
015	DOT	6-Feb	0935	STOC Update – Major Crash – Major crash at I-94 South at Rawson Road around 8:30AM. South bound lanes closed. There was a fatality. Jeff Western. (23)		

016	DOT	6-Feb	1000	Dave Pilon observed road conditions, noting difficult driving conditions and runoffs. Determined best to monitor from office.	Dave Pilon returned to region office.	Dave Pilon
017	DOT	6-Feb	1001	National Weather Service Warning Winter Storm Warning		
018	DOT	6-Feb	1140	STOC Update received re: Dane County/I39 Crash. WisDOT Statewide Traffic Operations Center reports Multiple Jack-knife in Dane County on I-39, SB at Mile Post 124; All lanes blocked (one direction); Time Incident Occurred: 10:55:00 AM; Estimated Duration more than 2 hours.		
019	DOT	6-Feb	1152	WISCONSIN JOINT OPERATIONS CENTER (WI-JOC) DAILY SITUATION REPORT. Updates weather situation.		
020	DOT	6-Feb	1233	(EOC) Western emails to share info about EOC teleconference briefing at 2 pm by National Weather Service.	BHO staff plan participation in the teleconference	Bureau of Highway Operations staff
021	DOT	6-Feb	1249	National Weather Service continues hazardous weather notice. Updates weather info.		
022	DOT	6-Feb	1315	EOC SUBJECT:SITUATION REPORT ON WINTER STORM #2. Weather update.		
023	DOT	6-Feb	1400	EOC presents teleconference. Storm to continue to 6 pm in Madison area, extending to 8 or 9 pm to eastern border, with potential lake effect wrap around enhancing the precipitation.		BHO (Dave Vieth and Mike Sproul)
024	DOT	6-Feb	1400	Chad Renly, returning home to Janesville on I-39/90 from Madison office, notices that there doesn't appear to be any traffic heading northbound on I-39/90 once he got past USH 12/18 interchange.		
025	DOT	6-Feb	~1445	Mike Sproul contacts EOC (Kent MacLaughlin, DMA) to inquire about direction for DTSD attendance at EOC. Kent refers Mike to Jeff Western.	Kent refers Mike to Jeff Western	Kent MacLaughlin
026	DOT	6-Feb	~1500	Mike Sproul contacts Jeff Western. Western informs that EOC intends to close about 5 pm so not necessary to send staff to relieve Jeff. Western indicates he will contact Dave Vieth if any change.		
027	DOT	6-Feb	1500	Chad Renly (still en route) calls Rose Phetteplace (SW Region Operations Director) at home to ask if the interstate has been closed as he hasn't noticed any northbound traffic for approximately an hour.	Rose Phetteplace called Tom Lorfeld to ask if the Interstate had been closed. Tom has not heard of any closure. Also discussed safety of SW Region staff.	Rose Phetteplace
028	DOT	6-Feb	~1510	Jeff Western advises David Vieth the EOC will be shutting down at 4:30PM:	Stop plan to staff EOC.	Dave Vieth
029	DOT	6-Feb	1515	STOC Update –Right lane open on I-39 at MP 124.		
030	DOT	6-Feb	1523	Chad Renly calls Rose Phetteplace at home to say that he is now at the USH 51/Stoughton interchange and can see that multiple semis have run off the road on the northbound interstate and traffic is backed up.	Rose Phetteplace calls Tom Lorfeld to convey information about Interstate blockage. At Rose Phetteplace's direction, Tom Lorfeld sent email to all SW staff encouraging them to consider going home early to avoid driving in poor conditions in the dark.	Rose Phetteplace and Tom Lorfeld
031	DOT	6-Feb	1545	Tom Lorfeld spoke with Joe Olson about conditions. Said he had not heard the IH had been officially closed but was aware that a semi had jackknifed somewhere blocking traffic. Also discussed Green Co decision to pull their plows.		
032	DOT	6-Feb	1615	STOC receives call from Linda Palmer, State Patrol stating there is a 13 - 14 mile backup on I39/90 at mp 154 due to poor road conditions.	STOC operator writes down callback number and asks to be kept informed of situation	Eric Hanson (STOC)
033	DOT	6-Feb	1615	Tom Lorfeld left office after checking on staff – everybody gone or ok.		
034	DOT	6-Feb	~1630	Jeff Western contacted David Vieth, letting him know he would be leaving the EOC shortly as activities were winding down. Jeff indicated he was waiting for the I-43 issue to be resolved.		
035	DOT	6-Feb	1640	Todd Hogan called Tom Lorfeld. Asked permission to allow salt delivery trucks to access Badger Interchange shed directly from IH.	Tom gives approval.	

036	DOT	6-Feb	~1650	State Patrol informs Jeff Western at EOC of truck needing assistance on I-39/90	Jeff Western made a call to Mark Slanobal (266-4011), Dane County Highways regarding a semi needing assistance on I-90 identified by DSP. Mark indicated crews were assisting the semi. Jeff asked Mark to contact David Pabst if there were any issues as he was about to leave the EOC.	Jeff Western, Dane County, and State Patrol
037	DOT	6-Feb	1700	Rose Phetteplace sees news coverage stating that the Interstate is blocked at USH 51/Stoughton interchange with large back-ups.		
038	DOT	6-Feb	1713	STOC receives an email press release from the State Patrol Defroest Post stating traffic is at a standstill due to conditions from this winter storm and deemm the roadway impassable. At this time there is no designated alternate route.		
039	DOT	6-Feb	~1715	Jeff Western left the EOC		
040	DOT	6-Feb	1720	STOC Doug Dembowski relays info to Kelly Langer		
041	DOT	6-Feb	1730	EOC. SUBJECT: SITUATION REPORT ON WINTER STORM #3. OVERVIEW – The major winter storm that has been impacting south-central & southeast Wisconsin today is slowly moving to the east. A Winter Storm Warning remains in effect until 6:00 p.m. for most southern counties this evening except for Kenosha, Milwaukee, Ozaukee, Racine & Sheboygan counties where it will remain in effect until 8:00 p.m. The heavy snow & strong winds continue to produce near blizzard conditions. The blowing & drifting snow are producing extremely poor driving conditions & low visibility. Winds with gusts of up to 60 mph have been reported. Travel is strongly discouraged. Expected snowfall totals in the Wisconsin Dells area will range from 6 to 8 inches, with 12 to 18 inches expected in a line from Darlington to Monroe to Watertown. This includes the Milwaukee, Waukesha, Racine, Kenosha, West Bend & Port Washington areas. State Emergency Operations Center – The State Emergency Operations Center (EOC) was partially activated last night at 8:00 p.m. to monitor the winter storms & will remain open until conditions improve.	Personnel from Wisconsin Emergency Management, Wisconsin State Patrol, Wisconsin Department of Transportation, Department of Natural Resources and the Wisconsin National Guard Joint Operations Center are in the EOC monitoring the weather and road conditions. No requests have been received from county and local emergency management offices for assistance. General Mitchell International Airport closed this afternoon due to poor visibility and will reopen when conditions improve.	
042	DOT	6-Feb	1749	STOC Operator Fred Matthews creates a SINS incident and calls Madison office RIMC		Fred Matthews
043	DOT	6-Feb	1749	Graham Heitz (Region Incident Management Coordinator on call) received a call from STOC saying DSP reported that IH 39/90 was closed in the WB direction near MP 156. Problem was that due to low speed, icy pav't & grade, trucks could not move forward. Traffic was blocked.	Called DSP to verify & called Dane Co Hwys to advise. They were already aware of the situation & en route.	Graham Heitz, Region Incident Manager Coordinator
044	DOT	6-Feb	1932	Western email commenting on communication at EOC		
045	DOT	6-Feb	2123	STOC received email press release from State Patrol stating snowmobiles and National Guard resources have been deployed to assist stranded motorists and that accommodations have been set up at STH 59 exit at Anchor Inn and Country Inn and Suites		

046	DOT	6-Feb	2140	Jeff Western received call from WEM Duty Officer Paul France. Paul was reacting to request from Larry Reed, who was on his way to the EOC, for a WisDOT Highways representative to be present.	Jeff goes to the EOC. Jeff contacts Bob Fasick. Bob calls Larry Reed to ask what Highways rep could help with at this point as County Highway Departments and Law Enforcement are already reacting. Agreed that Bob would be on standby; Jeff would remain. Bob also informed Larry that he could request Illinois Tollway use their dynamic sign NB near WI border about delays. Larry agreed that Bob should make the contact.	
047	DOT	6-Feb	2150	Bob Fasick calls STOC. Asks operator to contact Tollway. Operator not familiar with that protocol so provides Bob with the number to call.	Bob Fasick calls IL Tollway (Tami) to request they post a message on their dynamic signs for NB I-90 traffic to alert drivers of significant delays from Janesville to Madison and to seek alternate routes.	Bob Fasick
048	DOT	6-Feb	~2150	Jeff Western calls Jim McDonnell, briefing him on the I-90 Situation.		
049	DOT	6-Feb	2225	STOC operator Fred Matthews updates Madison RIMC with info from the press release	Graham Heitz received another call from STOC saying the Nat'l Guard & rescue crews were mobilized to assist stranded traffic on the IH.	
050	DOT	6-Feb	~2230	Governor Doyle Declares State of Emergency for Dane and Rock Counties National Guard Mobilized to Help Stranded Motorists on I-90. MADISON – Governor Jim Doyle tonight declared a State of Emergency for Dane and Rock Counties to assist motorists who have been stranded on Interstate 90 just south of Madison due to severe winter storm conditions that have hit Wisconsin. The Governor's order calls to active duty elements of the Wisconsin National Guard as deemed necessary by Brigadier General Don Dunbar to assist authorities in the situation, and directs all state agencies to assist in the response and recovery effort.		
051	DOT	6-Feb	2310	Contact Illinois Tollway Control Room –Contacted Illinois Tollway Control Room. 630-241-6800 Ext. 3420. Their traffic operation signs near Rockford will reference traffic delays in Wisconsin. Posted by Jeff Western . (71)	Traffic operations signs updated.	Illinois Tollway Control Room

052	DOT	7-Feb	0045	<p>EOC. SUBJECT: SITUATION REPORT ON WINTER STORM #4. OVERVIEW – The winter storm that has moved through southern Wisconsin has moved out of the state. The heavy snow & strong winds produced near blizzard conditions throughout the day. The blowing & drifting snow produced extremely poor driving conditions. Winds with gusts of up to 60 mph have dropped to below 10 mph. Travel during the night is strongly discouraged. Snowfall totals ranged from 6 to 21 inches. State Emergency Operations Center – The State Emergency Operations Center (EOC) remains operational. This evening, Governor Doyle issued a State of Emergency for Rock & Dane Counties as emergency responders have been working on major back ups between Janesville & Madison along I-90. The order calls to active duty elements of the Wisconsin National Guard as deemed necessary by Brigadier General Don Dunbar to assist authorities in the situation, & directs all state agencies to assist in the response efforts. # # #</p>	<p>Forty Wisconsin National Guard troops have been mobilized to assist stranded motorists & are delivering food & water to affected citizens. DNR have wardens on snowmobiles going to vehicles providing assistance. The National Guard is using 15 Humvees & two 5-ton trucks to also assist. In addition, the Guard has flown a Black Hawk helicopter over the back up areas to report conditions to emergency responders. Around 11:00 p.m. they observed approximately 552 semis & 295 vehicles stranded or moving slowly along the interstate. Dane & Rock counties are working to plow, salt & sand the roads. State Patrol, National Guard, & the Department of Natural Resources (DNR) are working with local fire departments, public works, & sheriffs' departments to deliver food and water to stranded motorists.</p>	
053	DOT	7-Feb	0150	<p>Illinois Message Signs Update – Verified the information on the Illinois Message Signs with Mike Zadel 630-241-6800 Ext. 3420. "All Lanes Blocked Janesville to Madison, Expect Long Delays". Posted by Jeff Western. (81)</p>		EOC
054	DOT	7-Feb	0330	<p>Jeff Western calls Bob Fasick. Asks for ideas on handling traffic. Fasick advises Western to call SW RIMC (Graham Heitz on call); treat as an incident. RIMC has procedures for alternate routing and signing when appropriate. Problem is alternate routes are impacted by same conditions and not served by 24 hour coverage. Plow efforts for those routes resume at 4 am. Jeff asked for relief and would like to leave at 5 am if possible. Bob said he would confer with Dave Vieth.</p>		EOC and BHO
055	DOT	7-Feb	0345	<p>Bob Fasick contacts Dave Vieth; explains situation. Vieth responds that he will go to EOC to relieve Western. Fasick provides number for duty officer, Larry Reed – 242-3260 or 242-3296.</p>	Jeff Western relieved	BHO
056	DOT	7-Feb	0345	<p>Jeff Western (WisDOT on-site at EOC) called Graham Heitz to say the entire IH from approx Janesville to Madison was closed/blocked overnight due to weather. WB direction was the worst. That Nat'l Guard helicopters were visually assessing the IH to see if it was suitable for travel.</p>	SW RIMC contacted	EOC and SW region staff
057	DOT	7-Feb	0430	<p>Graham Heitz called Tom Lorfeld to provide update regarding IH westbound blocked due to many truck slide offs/jackknifes</p>	Update	SW Region staff.
058	DOT	7-Feb	0435	<p>Tom Lorfeld called and left Rose Phetteplace a status update voice message on her phone. Also called and reached Joe Olson (SW Region Director) for an update.</p>	Update	SW Region staff.
059	DOT	7-Feb	0445	<p>Graham Heitz spoke again with Jeff Western who recommended mutual aid between Co Hwy Depts. Then spoke with both Rock & Dane Cos. who indicated they felt they had the situation under control & were working to restore roadway conditions.</p>	Update	SW Region staff, EOC and counties.
060	DOT	7-Feb	0515	<p>Graham Heitz relayed the status of Co Hwy Depts back to Jeff Western. Recommended the IH be kept open regardless of travel speeds due to likelihood of deteriorated conditions on alternate routes & due to logistics (mostly staging of traffic) associated with full freeway closure. Jeff indicated a press release was being sent thru media outlets & the Nat'l Guard would continue their patrols.</p>	Update and recommendation.	SW RIMC and EOC

061	DOT	7-Feb	0520	DOT Coordination –Discussed the situation with Graham Heitz from the DOT SW Region Madison Office. He contacted Rock and Dane asking if they need assistance from other counties. They indicated they are fine at this time. Posted by Jeff Western. (94)	Update	SW RMIC and counties
062	DOT	7-Feb	0520	Dave Vieth arrives at EOC	Personnel switch.	BHO
063	DOT	7-Feb	0530	Graham Heitz update to Dave Vieth (on-site at EOC).	Update	SW RMIC and EOC
064	DOT	7-Feb	0600	David Vieth relieves Jeff Western for DOT. Larry Reed is WEM duty officer at the time. (100)	Personnel switch.	EOC
065	DOT	7-Feb	0600	Graham Heitz spoke again with Rock Co Hwys to ask about traffic conditions & to recommend deployment of a PCMS to advise motorists. They reported that traffic WB had slowly started to move again near CTH M (~ 3 - 4 mi north of Janesville) & the PCMS might not be req'd.	Update and PCMS recommendation.	SW RMIC and counties.
066	DOT	7-Feb	~0625	Jeff Western leaves EOC.		
067	DOT	7-Feb	0630	Joe Olson called and gave Kevin Chesnik an update. Attempted to do the same for Paul Trombino but was only able to leave a voice message.	Update	SW Region
068	DOT	7-Feb	~0640	Jeff Western contacts David Platz, FHWA, updated him on the event. David indicated he would be sending a report into FHWA Washington. (and contacts David Vieth at the EOC to advise him this communication with FHWA was made)	Update	EOC and FHWA
069	DOT	7-Feb	0703	(EOC) Call from Western to Vieth to report that FHWA has been notified of status.	Update	EOC
070	DOT	7-Feb	0715	Tom Lorfeld called Ben Coopman (Rock County Hwy Commissioner). Asked him what conditions were like. He said at that time the IH was slow but passable in Rock Co. but there were blockages in Dane to the north. I asked if he might need help with getting mutual aid from other counties. He said no. Things were reasonably under control at that time. I asked if he needed salt. He said YES, that his state salt was gone and he had already used approx. 900 T of county salt on state hwy's. He said he would receive at <u>any time</u> and that his main shop in Janesville would be the best location.	Status and salt shortage indicated.	SW region and Rock County.
071	DOT	7-Feb	0730	Vieth confers with STOC to update status and actions taken		
072	DOT	7-Feb	0731	(EOC) Vieth receives call from Fasick to confirm coverage at EOC. Vieth to cover through morning.	Update	EOC
073	DOT	7-Feb	0737	(EOC) Vieth contacts Mike Sproul re status.	Update	EOC
074	DOT	7-Feb	0800	STOC operator posts info to web and sends email to truckers and distribution group advising of need to avoid travel in corridor and warning of delays.	Follow up re advisability of suggesting routing for long haul traffic through Milwaukee rather than Janesville area; checking condition of Interstates on that corridor.	STOC and DTSD at EOC
075	DOT	7-Feb	~0800	Dave Pilon drives I-39 from Madison to Janesville and returns observing no serious traffic issues.	Field observation	SW region
076						
077	DOT	7-Feb	0815	Tom Lorfeld called Jerry Mandli (Dane Co. Hwy Commissioner). Q: how are conditions? A: Trucks sliding off makes access by county plows difficult. Stationary, idling vehicles created ice buildup. Q: Need anything? A: Not now, but GPS in trucks would have helped, as well as the resources to have more/shorter patrol sections. Q: Salt? A: Jerry referred me to Steve Haag. Steve – Getting some in slowly, if it keeps coming we should be ok. Two motor graders just now heading south from Madison, will turn at south county line and head back north. Expect to have bare pavement by 2:00 pm.	Update and projected time to bare pavement.	SW region and Dane County.
078	DOT	7-Feb	0830	Tom Lorfeld spoke with Dave Vieth at EOC. He asked for 2 portable changeable messages signs to advise NB traffic saying "STRANDED VEHICLE RECOVERY" "XXX MILES AHEAD". One should be just south of Janesville and another further to the north at an appropriate location. Also, wanted one PCM board for SB traffic with similar messages in the Coachman's Inn vicinity.	Request for portable changeable message signs	SW region and EOC

079	DOT	7-Feb	0845	Tom Lorfeld directed Jeff Gustafson to get PCM boards in place. Jeff suggested message EXPECT DELAYS might be better. Jeff picks up PCM board from Dane County shop & begins to head south on I-39/90. In transit, Jeff contacts Sgt. James Kimcol of DSP, the incident commander out of the De Forest Post, to see how he can help. James instructs Jeff to call the state EOC to give an update & to get aerial information helping with PCM board placement. Jeff called Jeff Western (no longer at EOC) and provides an update. Then talks to Brad Altman (DSP EOC rep.) regarding placement of PCM boards. Brad states there is no need for SB signs as there is no obstruction. He instructs Jeff to place it on the NB lanes. Jeff then called Dave Vieth (BHO Director at EOC) & gave him an update. Jeff then receives a call from Sgt. James Kimcol telling him they have 5 wreckers coming in from the North escorted by DSP. He asks Jeff to work w Dane County to get the Kegonsa & Uticia scales plowed out for use as storage of the semis pulled out of the ditches from the wreckers that are in transit.	PCMS and wreckers deployed, scales identified as potential vehicle storage location	SW region, DSP,
080	DOT	7-Feb	0855	STOC Update -The WisDOT Statewide Traffic Operations Center control room operators have sent the following incident information to you as a notice of considerable importance. DOT employees may contact the control room operators at the Statewide Traffic Operations Center (1-800-375-7302) for additional information. Incident Type: Icy Road; County: Dane; Roadway: IH 039N; Direction: NB/SB; Cross Street: Dane & Rock Counties; Lanes Affected: Left lane; Time Incident Occurred: 8:00:00 AM; Estimated Duration: all day; Additional Info: Due to winter storm, I-39/90 from the Illinois State Line into Dane County is snow covered & icy. Many vehicles have spun out and gone off the freeway. Roadway is passable, but very treacherous. Motorists are to expect severe delays through the area. Date and Time Posted: 2/7/2008 8:06:47 AM. This incident information can also be viewed at http://www.dot.wisconsin.gov/travel/incident-alerts.htm (109)	Update	BHO
081	DOT	7-Feb	0900	Dave Pilon called Tom Lorfeld from the IH to report that the motor graders had just made the turn at the south county line and were heading back north. Reported that NB pavement conditions were not good but traffic was moving +/- 30 MPH.	Field observation	SW region.
082	DOT	7-Feb	0900	Rick Marz talked with Terry (superintendent at Rock Co.). Terry states that interstate south of Hwy 26 was wet but at about normal highway speeds. He also states that north of Hwy 26 there are scattered slippery spots but driving conditions are still decent.	Field observation	SW region and Rock County.
083	DOT	7-Feb	928	Update by STOC to encourage Milwaukee routing for long haul traffic	Posted to web and emailed	STOC
084	DOT	7-Feb	930	STOC confers with State Traffic Engineer on sign messages in use.		
085	DOT	7-Feb	0930	Jeff called Steve Haag (Dane County Superintendent) to arrange getting scales plowed out.	Request for scales to be plowed.	SW region and Dane County.
086	DOT	7-Feb	0945	FEMA Region V Request for Information on Interstate - FEMA Region V staff called on the status of the back-up on I-90. Dave Vieth of WisDOT informed him that the Interstate is open but barely passable. FEMA Region V Director Ed Buikema called as a follow-up. He spoke with Larry Reed- the Officer in Charge, who conveyed the same information. (112)	Update	EOC and FEMA
087	DOT	7-Feb	0950	STOC Update Communication -Lanes Affected: Left lane; Time Incident Occurred: 8:01:00 AM; Estimated Duration: All Day; Additional Info: Due to winter storm, all lanes of I-39/90 NB & SB from the Illinois State Line into Dane County is snow covered & icy. Many vehicles have spun out and gone off the freeway. Roadway is passable, but very treacherous. Motorists are to expect severe delays through the area. Update: Traffic heading to Chicago from N of this area is urged to use I-94 EB toward Milwaukee, follow the I-894 bypass in Milwaukee County, then connect back with I-94 EB toward Chicago. Date and Time Posted: 2/7/2008 9:28:35 AM. This incident information can also be viewed at http://www.dot.wisconsin.gov/travel/incident-alerts.htm (111)	Update	BHO

088	DOT	7-Feb		Brad Altman (DSP) mentions that DSP should have keys to gates for access points at Badger interchange salt storage facility and also at gate used by Cambridge fire at mp 152.	Request for keys to salt storage facility.	DSP and Dane County.
089	DOT	7-Feb	~1000	Contact Jeff Gustafson re: signs to warn of slow traffic in area Janesville to Madison and to support recovery efforts. Gustafson en route with signs.	PCMS still en-route	EOC and SW region staff
090	DOT	7-Feb	1000	Jeff arrives at Kegonsa scale. Plow truck is already there working. Three semis already there from prior night needed to be moved first. Jeff gave instruction to plow driver on where to clear out. Jeff leaves to head south toward Janesville. In transit he gets a call from DSP that the 5 wreckers have know made it to De Forest.	Vehicle storage facility plowed.	DSP and SW region
091	DOT	7-Feb	1000	Dave Pilon called Tom Lorfeld to report Dane County IH was in noticeably poorer condition than Rock County IH, but that other state roads (non-IH) were better in Dane than Rock.	Field observation	SW region
092	DOT	7-Feb	1045	Jeff Gustafson set up the PCM board on NB I-39/90 in X-over south of Woodman Road in Rock County. Message read: "Stopped Traffic/Next 11 Miles/Be Prepared to Stop. At this time, this location was approximately 3 miles before the end of the back-up (approximately mile post 175/176. Jeff then proceeded to mile post 166 to help DSP Sgt. Travis Wanless with traffic control, per Sgt. Kicmol.	Northbound PCMS set up. Assisted with traffic control.	DSP and SW region
093	DOT	7-Feb	1145	Tom Lorfeld received call from Jeff Gustafson. He sees no need for N.B. PCM boards at this time as traffic is moving and most slide-off or jackknifed vehicles had been removed.	Need for northbound PCMS questioned.	SW region
094	DOT	7-Feb	1200	Rick Marz notes that DSP has single lane closures on I-39 SB at Hwy 59 interchange for removal of semis from ditches.	Field observation	SW region
095	DOT	7-Feb	1245	DOT – Illinois Tollway Message -Contacted Tollway Authority to inform them that the lanes are no longer blocked. They will remove the message from their dynamic sign. Thanked them for their assistance. Should additional assistance be needed, call 630-241-6800, ext 3775. WisDOT is deploying portable dynamic signs as needed to deal with congestion due to recovery impacts. (118)	Tollway message removed.	EOC and Illinois Tollway
096	DOT	7-Feb	1300	EOC. SUBJECT: SITUATION REPORT ON WINTER STORM #5. OVERVIEW – Winter storm that has moved through southern Wisconsin has moved out of the state. Road conditions throughout southern WI are improving. Press Conference – held at 11:00 a.m. at the State Emergency Operations Center. Main problem area was at westbound milepost 157. There is an upgrade on the interstate at this area; snow depths were 17-21 inches with 2-4 foot drifts. Semi-trucks were getting stuck on this grade which caused the massive traffic backup. Plows could not keep up due to the weather conditions. No injuries, no deaths, no crashes & no major vehicular damage were reported. Besides the interstate, all roads in southern WI were in poor driving conditions with multiple slide-offs and drifting reported. Current Situation – interstate is in good winter driving condition. There is a 10 mile back up around westbound mile marker 166. State Emergency Operations Center – (EOC) will deactivate at approximately 1:00 p.m. Local government operations & state agencies are returning to normal operations.	Update, with EOC deactivation scheduled.	EOC
097	DOT	7-Feb	1315	Jeff Gustafson checks with Sgt. Kicmol and is told that the interstate is now open and all known vehicle recoveries are complete and that he could shut down the PCM board after all traffic had cleared. Jeff was also asked to offer an opinion as to turning off the warning message on the Ill. Toll way Sign. He said that he felt they shut the sign down around 30mins. or so as traffic backups had moved NB by approximately 2 miles. He then monitored traffic and shut down the PCM board around 2pm when traffic was moving near posted speeds. He then got a call from Dave Veith in the EOC stating that the road was open and shut down the sign. He also mentioned to Dave about calling the Toll way. He then loaded the sign and started back to Madison NB checking traffic on both sides as he returned. The roadway was clear and damp. SB was traveling at posted speed or higher. NB was traveling at 55mph slowing occasionally to 45mph for short periods.	PCMS shut down.	DSP and SW region

098	DOT	7-Feb	1320	Dave Vieth contacts Dave Pilon about current conditions. Pilon is in the field observing conditions; has traversed the entire segment and reports Rock Co in good condition both directions; Dane Co. improving with some remaining pack, salt applied and expect the pavement to bear by 3 pm. Some vehicles remain off the road for recovery (3 semis and 5 cars noted at 59; some a small number of other semis in other locations).	Field observation	EOC and SW region
099	DOT	7-Feb	1320	Dave Vieth confers with Brad Alt, DSP. Changeable message boards no longer needed to support recovery efforts.	Update	EOC and DSP
100	DOT	7-Feb	1325	DOT Portable Changeable Message Boards. Vieth contacts Jeff Gustafson in the field to confirm field condition and relay message that signs no longer needed. (121)	Field observation and verification that PCMS no longer needed.	EOC and SW region
101	DOT	7-Feb	1325	DOT Highways Stands Down –Dave Vieth leaves EOC; needs have been addressed. (122)	BHO staff leaves EOC	EOC
102	DOT	7-Feb	1350	EOC. SUBJECT: SITUATION REPORT ON WINTER STORM #6. Current Interstate Road Conditions – The Wisconsin State Patrol reports that the two semi-trailers have been removed from the ditch at westbound mile marker 166, three miles south of the Rock River in Rock County. The traffic back up in this area of westbound Interstate 39/90 has dissipated. Motorists are advised to use caution as highway conditions can change rapidly as weather conditions change. Also, be alert for plows and other road maintenance vehicles as you travel. State Emergency Operation Center – Will deactivate at 2 p.m., February 7, 2008.	Update and verification of EOC deactivation schedule.	EOC
103	DOT	7-Feb	1400	Tom Lorfeld receives last report from Dave Pilon - all clear.	Field observation	SW region
104	DOT	7-Feb		Vieth receives call from Western related to DTSD coverage and role at EOC and need for assuring adequate coverage and commitment.	Update	BHO

Appendix 2-5
Wisconsin Department of Natural Resources
Division of Enforcement and Science
Event Timeline

ITEM	AGENCY	DATE	TIME	EVENT - INCIDENT - INFORMATION - INQUIRY - ACTION - MESSAGE	ACTION TAKEN	WHO
001	DNR	5-Feb	11:00 ?	DNR notified of upcoming conference call with WEM regarding potential snow emergency	Appropriate DNR personnel were notified to sit in on conference call	Emergency Management Officer Woodbury
002	DNR	5-Feb	12:30	DNR Chief Warden Randy Stark and Homeland Security and Strategic Coordinator Engfer is notified that there will be a conference call regarding the activation of the EOC at 1300 on Feb 5.	Woodbury and Engfer will represent the DNR on the conference call per Chief Stark	DNR Emergency Management Officer David Woodbury
003	DNR	5-Feb	13:00	Woodbury and Engfer participate in Conference call	Woodbury and Engfer advise Stark and Sisbach that there will be a partial activation of the EOC based on the forecasted weather which could include field support. DNR was advised that there will be a minimal activation with WEM and State Patrol and National Guard. DNR would be notified if they are needed.	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
004		6-Feb	11:00	Woodbury checks in with WEM on status and if DNR is needed	Advised by SEOC that DNR is not needed at this time, but to check in later. Weather is getting worse	DNR Emergency Management Officer David Woodbury
005	DNR	6-Feb	12:00	Woodbury and Engfer talk via phone	Discuss if anyone from SEOC and State Patrol has requested DNR assistance with 4 wheel drive trucks for patrolling as the roads were very bad (Woodbury and Engfer in vehicles on the interstate at this time) Woodbury advises he will call SEOC and talk to State Patrol (Woodbury currently caught in traffic back up due to accident near Mile Marker 126)	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
006	DNR	6-Feb	12:15	Woodbury requests SEOC State Patrol and notified WSP that DNR was willing to provide assistance if needed	Woodbury was advised by SEOC-WSP that they would need assistance and that they would get back to DNR. DNR would be working with Lt. Sievers for logistics and assignments. Lt. Sievers will contact DNR on specifics.	DNR Emergency Management Officer David Woodbury
007	DNR	6-Feb	13:27	Chief Stark contacts Woodbury	Stark advises Woodbury to work with Engfer and coordinate efforts with State Patrol for joint deployment. Woodbury advises Stark that Engfer and Woodbury are already coordinating the response with Lt Sievers of WSP.	DNR Emergency Management Officer David Woodbury and Chief Warden Stark

008	DNR	6-Feb	13:35	Lt. Sievers of WSP contacts Woodbury with specifics for deployment	Woodbury is advised that WSP needs 3 wardens with 4-wheel drive trucks to report to the Deforest Post and that they would ride along with troopers to do patrol due to the heavy snow conditions.	DNR Emergency Management Officer David Woodbury
009	DNR	6-Feb	13:38 - 13:45	Engfer receives 2 calls from Woodbury	Engfer was asked to respond to the SEOC as DNR liaison as Woodbury was still in traffic. Woodbury calls back and advises Engfer to report to WSP Deforest Post to coordinate the Warden deployment till Woodbury got in the SEOC((Woodbury was now moving) and to be one of the wardens that would jointly patrol with WSP	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
010	DNR	6-Feb	13:55	Sisbach calls DNR administration (Mary Ellen Vollbrecht)	Sisbach advises Administration that DNR is involved in storm event and explains to what extent.	Steve Sisbach - Section chief
011	DNR	6-Feb	14:00 to 18:00 +	DNR conducts joint patrols with WSP and has increased staffing at SEOC	DNR has 7 wardens working with WSP patrolling roads within Deforest Post administrative area and 2 DNR staff at SEOC	Stark, Brooks, Engfer, Strelow, Dieckhoff, Waldera and Lawhern patrolling and Woodbury and Sisbach at SEOC
012	DNR	6-Feb	18:00 to 18:30	Warden joint patrols with WSP end with one exception as DNR had fulfilled mission based on request by WSP	All Wardens were released from mission with the exception of Warden Dieckhoff who was working with a Trooper in Rock County area. Dieckhoff was called by Chief Stark and advised that there was a traffic blockage and Dieckhoff and the trooper were trying to get to the front of it. Woodbury also was in contact with Dieckhoff to release him and Dieckhoff advised Woodbury of the same in regards to the blockage. Woodbury advises WSP - SEOC of blockage and WSP advises they were aware of it. Steve Sisbach is released from SEOC.	Stark, Brooks, Engfer, Strelow, Dieckhoff, Waldera and Lawhern in patrol and Woodbury at SEOC
013	DNR	6-Feb	18:47	Stark has a voicemail on his cell phone from DNR Secretary Matt Frank	Stark calls Frank. Frank advises he received a call from his sister who has a friend who was stuck in traffic on Interstate near Janesville. Franks inquires of Stark if Stark knows what is happening on the Interstate near Janesville. Stark advises he has been on the Interstate north of Madison and does not know, but with make a call to find out.	Chief Warden Randy Stark

014	DNR	6-Feb	18:30 - 19:00	Stark calls Dave Collins	Stark asks Collins if he know what is happening north of Janesville. Collins says he'll make a call and find out and call Stark back	Chief Warden Randy Stark
015	DNR	6-Feb	18:30 to 19:00	Woodbury attends conference call at SEOC	Woodbury is advised on conference call at SEOC that DNR help is needed in transporting food and water to stranded motorists as Dane Co Incident Command advises that blockage is getting worse with lots of cars stopped and people complaining that they were waiting a long time in this blockage.	DNR Emergency Management Officer David Woodbury
016	DNR	6-Feb	19:08	Woodbury receives calls from Stark and DNR Secretary Frank	Woodbury advises Frank of situation and condition of Road in the region due to truck accidents	DNR Emergency Management Officer David Woodbury
017	DNR	6-Feb	19:00 - 19:30	Collins calls Stark	Collins advises Stark that a couple trucks cannot get up the hill near the river crossing on the Interstate near Newville. Collins advises they are trying to get the situation worked out and to tell Frank to tell the person to hang in there, its being worked on.	Chief Warden Randy Stark
018	DNR	6-Feb	19:29	Stark calls Frank	Stark relays the information to Frank	Chief Warden Randy Stark
019	DNR	6-Feb	19:15 to 19:30	Woodbury, Stark and Engfer are on multiple phone calls with each other	Woodbury advises Engfer that DNR assistance is desired and both agree on Snowmobiles as being the best response vehicle as trucks will not work. Engfer also talks to Stark to confirm use of snowmobiles and advises Woodbury that they are approved by Stark. Engfer agrees to respond to the SEOC to assist Woodbury in handling DNR SEOC duties and call up.	Chief Warden Randy Stark, DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
020	DNR	6-Feb	19:30 -20:00	Collins calls Stark	Collins advises Stark that the he has got more information and that the situation is worse than first understood. Collins advises the National Guard is being called out and asked Stark to go to the CP near Highway 51 and the Interstate and get as many wardens as possible checking individual vehicles to determine the welfare of people who are stuck in traffic on the Interstate North of Janesville.	Chief Warden Randy Stark
021	DNR	6-Feb	19:30 approx	Engfer responds to State EOC	Engfer reports to SEOC at 20:07. Due to road conditions and break down of state squad response took 38 minutes	DNR Law Enforcement Homeland Security and Strategic Coordinator

						Engfer
022	DNR	6-Feb	19:50 approx	Engfer notifies Warden Supervisor Plautz and Holmes of need for wardens on snowmobiles	Engfer advises Plautz and Holmes of the need for snowmobiles and wardens. Plautz and Holmes were going to see what they could get and call back	DNR Law Enforcement Homeland Security and Strategic Coordinator Engfer
023	DNR	6-Feb	20:00 - 20:30	Stark call Deputy Chief Warden Karl Brooks	Brooks advises Stark he has been called by Woodbury in EOC and instructed to respond. Brooks advises he just finished fueling up and is enroute.	Chief Warden Randy Stark
024	DNR	6-Feb	20:35	Engfer advised that wardens requested from Plautz and Holmes have been notified and are being deployed	Deployment of requested Wardens and snowmobiles to assigned areas per Incident Command	DNR Law Enforcement Homeland Security and Strategic Coordinator Engfer
025	DNR	06/07-Feb	18:30 to 10:00	DNR SEOC participates in conference calls at SEOC	Responds to request for resources and provides information from field personnel to SEOC.	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
026	DNR	6-Feb	20:30-21:00	Stark goes to Command Post	Stark check in with IC at CP. Stark advises the resources that DNR is marshalling. Stark gains an understanding of the theater of operations and suggests the wardens focus on the stretch of Interstate between the MP 165-171, with a staging area at Janesville DNR office located blocks from the 171 exit. Warden will travel in pairs and check in with situation reports every half hour. This is agreed to by the IC. Stark assigns Brooks Operations lead for DNR Operations and Stark interacts with IC. Stark and Brooks inform Engfer and Woodbury in the EOC of this plan. Stark meets WSP Sgt Bauer at CP. Traffic is not moving northbound.	Chief Warden Randy Stark
027	DNR	6-Feb	21:12	Woodbury calls Secretary Frank	Woodbury gives Secretary Frank update on events	DNR Emergency Management Officer David Woodbury
028	DNR	6-Feb	21:30 - 22:00	Stark assigns Waldera as Janesville staging manager	Waldera goes to Janesville and briefs arriving wardens and provides them assignments pursuant to the mission. Wardens Dieckhoff and Strelow are already in operation on the interstate using their snowmobiles for access.	Chief Warden Randy Stark

029	DNR	6-Feb	approx. 2230	Waldera arrives at Janesville staging area	Janesville staging area (DNR Service Center) is active. Mission Tasks of wardens assigned to patrol I-39 from MP 171 north to MP 165: 1) Check every vehicle; 2) Determine welfare and any needs of vehicle occupants [fuel, food, water, medicine, medical issues]; 3) Re-assure vehicle occupants; 4) Stay with any vehicle that has an urgent issue.	Darrel Waldera
030	DNR	06-07-Feb	2230-0030	Wardens arrive at Janesville Staging Area	Wardens Green, Krueger, Nell, Horzewski, Webster and Gottschalk arrive at JSA. They are outfitted with water and food to be provided to vehicle occupants as needed and then sent out onto the interstate. WSP-Deforest notified 6 wardens on snowmobiles are operating on I-39 between MP171 north to MP165.	Darrel Waldera
031		6-Feb	23:00 to 24:00	Engfer coordinates with National Guard on requests	National Guard contact requests Engfer to give them a name of a person at the Coachman site who they could contact when they got there to deliver food and water. Engfer gives them Chief Starks cell phone number. Guard does not want to go to Janesville with supplies.	DNR Law Enforcement Homeland Security and Strategic Coordinator
032	DNR	6-Feb	23:00 - 24:00	Stark coordinated arrival of National Guard	Stark is in cell phone contact with First Sgt from NG. Stark located a staging area near the CP for the 10 Humvees and 2 five ton trucks loaded with food and water. Stark lead convoy into staging area, briefing the LT COL and introduced the LT COL to the IC.	Chief Warden Randy Stark
033	DNR	06-07-Feb	23:30 - 00:30	Warden Wolf takes supplies to warden staging area	Regional Warden Barb Wolf arrives. Wolf transports a load of MRE's and 5 cases of bottled water to staging area at DNR office in Janesville so warden can distribute.	Regional Warden Wolf

034	DNR	7-Feb	00:00 - 06:00	Wardens operational in Janesville area	Wardens and troopers check all stopped vehicles in their assigned sector. No major personal safety issues found. They work to return traffic flow. Most truck drivers have gone to sleep. Mission now changes to mainly restoring traffic flow, especially in northbound lanes. Wardens are authorized to operate north of MP165 and south of MP171 as they see the need - this is communicated to WSP-Deforest. By approx. 03:00 northbound traffic flow has been restored. Vehicles in southbound lanes are traveling fairly well.	Darrel Waldera
035	DNR	7-Feb	02:00 - 06:00	Northbound traffic flow problems in Janesville area	Traffic flow problems continue in northbound lanes in Janesville area (approx. MP160 south to MP178). Something in the approximate area of MP160 - MP165 is causing traffic to stop again and again. Whenever this happens the truck drivers almost immediately go to sleep. Wardens and troopers in these areas continually have to wake them up to get them moving. After the first major traffic tie-up was cleared it's apparent vehicle operators are not taking advantage of the opportunity to exit I-39 at Janesville. They are choosing to stay on the interstate and save time rather than leaving it and lose the time it will later take them to get back on the road. While wardens and troopers are on foot trying to wake up drivers and get them to drive north the southbound traffic is flowing (some are operating at excessive speed for the conditions). Officers on foot and snowmobile are at significant risk if one of these SB vehicles slides off the roadway and into the median or NB lanes of traffic.	Darrel Waldera

036	DNR	7-Feb	3:00	Conference call comments were that the volunteer snowmobilers were being released.	DNR SEOC notified Chief Stark of action. Stark calls Woodbury in EOC and inquires if he and Engfer have begun planning the next operational period. It was determined that 14 snowmobiles and three supervisors would be called in for duty starting at 0700 if needed. No request at this point for additional resources for second shift.	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
037	DNR	7-Feb	03:00 - 04:00	Four wardens redeploy to CP for assignment north of 51 on the Interstate	The Deputy IC requested that he needed four snowmobiles to recon north of 51 to determine why traffic is not moving. Brooks makes arrangements for four of the wardens at Janesville to redeploy to the CP. Regional Warden Wolf accompanies them. Wardens Horzewski, Green, Krueger and Strelow deploy north and continue to report that people are falling asleep and wardens continue to go vehicle to vehicle to wake people up to keep traffic moving.	Deputy Chief Brooks
038			4:30 to 4:35	Request for additional wardens and snowmobiles for second shift	State Patrol Captain Bishop requested that we provide 10 to 15 snowmobiles and wardens for second shift and gives location for the resources to respond to.	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
039	DNR	7-Feb	4:45	Notify Warden Supervisor Plautz and Regional Warden Mickelberg of needed resources for next operational period.	Plautz and Mickelberg will be sending 14 wardens	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
040			5:15	Plan for command staff replacement for next operational period	SEOC Woodbury and Engfer will be replaced by Sisbach, Stark to be replaced by Mickelberg, Waldera by Plautz and Wolf by Horn	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer
041			5:40	Second shift of wardens on the road responding to requested locations.	Second shift of wardens calling in that they are enroute, but road conditions are slowing them down	Warden Supervisor
042			7:30	Change in SEOC DNR staff	Engfer leaves SEOC and is replaced by Sisbach, but remains in contact. Woodbury leaves later in the morning.	DNR Emergency Management Officer David Woodbury and Homeland Security and Strategic Coordinator William Engfer and Section Chief Sisbach

043	DNR	7-Feb	07:00-08:00	Janesville Sector Report	Wardens in Janesville sector are pulled of the highway because of concerns for their safety and to prepare for shift change. They are cold and wet but still enthusiastic and want to help in any way they can. Snowmobiles are prepped for continued use by the next group. Northbound traffic has again come to a stop at MP171 and north.	Darrel Waldera
044	DNR	7-Feb	8:00 - 0830	Janesville Sector Shift Change	Warden Supervisor Plautz briefed by Warden Waldera. Wardens Walz, Roberts, Hagen and Kroeplin arrive and are briefed. Warden Wood is on the way. Warden Waldera and all field wardens assigned to night shift have now left Janesville DNR office	Darrel Waldera
045	DNR	7-Feb	8:30 approx.	Stark, Brooks, Wolf, Waldera and field wardens are relieved by the next crew at CP	The new crew is briefed, Mickelberg is introduced to new IC.	Chief Warden Randy Stark
046	DNR	7-Feb	10:00	Department release from activities	IC releases DNR and DNR takes appropriate demobilization	All

Appendix 2-6

Dane County Event Timeline

ITEM	AGENCY	DATE	TIME	EVENT - INCIDENT - INFORMATION - INQUIRY - ACTION - MESSAGE	ACTION TAKEN	WHO
001	DCEM	5-Feb	1300	Conference call with National Weather Service. Advised of potential snow fall accumulation for our area and southern Wisconsin. Estimated amounts 10-12 inches for the Madison area. Heavier amounts expected in the southeast portion of the state. National Weather Service has issued a storm warning effective through mid-afternoon Wednesday, February 6, 2008. Set up EOC for the possibility of activation.	Conference information was communicated to Director and Deputy Director by cell phone. Director advised to contact key agencies.	EM Staff
002	DCEM	5-Feb	1415		Contact was made with school districts and other key decision makers for possible closure of schools/government/etc based on anticipated conditions as per the county suspension plan. The procedure for suspension of Government and a briefing paper on the upcoming weather was hand delivered to the Director. The Director briefed the County department heads at 1430. Discussed the possibility of implementing suspension of County Government. Asked for a recommendation from the Dane County Department heads on whether or not to suspend government operation, the recommendation was communicated to the Dane County Executive's Office. At 1438 e-mail was sent to EOC representatives advising that EOC may be activated due to incoming severe weather.	Director
003	DCHD	5-Feb	1440	Snow started 02/05/08 at 1440 hrs. At that time, all 58 plow units were mobilized throughout Dane County. Three units (one triaxle and two single axle trucks) were on this section of the interstate continuously from the onset of the event, applying material. Per agreement between County and State maintenance staff on February 2, 2008, a sand/salt mixed material was utilized. Approximately 1530 hrs on 2/6/08 we were informed that semi's were unable to get up the grade at Mile Marker 154 to 155 westbound on I 39/90. Dane County always responds, as quick as possible, to requests for assistance. Our units were caught in the backup and unable to get through traffic. It took 45 minutes to an hour to get plows around to the front of the backup to assist WSP to get traffic moving. Snow as falling at approximately 3/4 to 1 inch per hour with 15 to 20 mile and hour winds. Also, we were unable to plow I 39/90 westbound from Mile Marker 154 to the Rock County line due to the stalled traffic. Dane County snow plowing operations were in accordance with DOT guidelines.		Highway Staff

004	DCEM	5-Feb	1443	Notification received by e-mail – State Emergency Operations Center will be partially activated at 8:00 p.m. tonight to monitor the storms over night. If we have any needs during the storm, please contact the Duty Officer. They plan to make calls early tomorrow morning to gather a status report and will probably be contacting the Sheriff's dispatch. The Duty Officer phone is 608-000-0000. You can also call 608-000-0000.	Information relayed from WEM posted in the County EOC	
005	DCEM	5-Feb	1540	The County Executive based on information provided by Emergency Management Staff recommended at this time not to suspend government operations on Wednesday.	E-mail sent out by County Executive advising All Dane County Employees regarding potential severe storms. E-mail indicates winter storm warning from 6:00 p.m. this evening until 3:00 p.m. tomorrow afternoon. E-mail advises conditions will not warrant a closure of County government tomorrow	
006	DCEM	5-Feb	1600	Red Cross contacted and have two people monitoring weather situation. Salvation Army contacted and are monitoring situation. Please note if they decide to deploy their canteen, it could take a while to arrive. They are also concerned about getting stuck or having a crash as a result of the weather. American Red Cross 000-0000, Salvation Army 000-0000.		EM Staff
007	DCEM	5-Feb	1615	Prepared contact numbers for Dane County EOC.	The following numbers were posted in anticipation of weather –WEM EOC numbers (WEM) cell phone number 000-0000. Dane County Highway 000-0000.Dane County Public Works 000-0000. NWS Milwaukee/Sullivan 0-000-000-0000 (emergency), 000-000-0000 (non-emergency).Madison Fire 000-0000 (cell).	EM Staff
008	DCEM	5-Feb	1632	An internal briefing was conducted to review the information shared in the 13:00 Statewide call with WEM and national weather service. Dane County expected to receive 10-12" of snow. Winds 10-15 mph, with higher gusts possible. Heaviest amount of snow after 9pm. Temps are not expected to drop. State EOC partially activated at 8pm this evening. _____, 911 Center Operations Manager, indicates it's been a normal rush hour. Staffing evening shift up by one, day shift up by 2, nights - staffing will depend on the situation.	EOC Staff updated	Director and EM Staff and 9-1-1 Operations Manager
009	DCEM	5-Feb	1632	EM Director spoke with _____, Dane County Highway and he felt they were going to be able to keep roads open due to temps being in their 20's. 6am-8am high gusting winds expected with continued snowfall. Ending 10 o'clock tomorrow morning. _____ (Highway) advised keeping his staff on, along with Airport. Hazmat Planner had Conversation with _____, City of Madison EM. Advised _____ that we had partial activation with EM staff and EOC equipment put in place. Also informed him of the County Executive's e-mail notification to employees. Advised the 911 supervisor and briefed them about incoming storm. Advised Sheriff OIC of State EOC partial activation and impending weather conditions - _____, Sheriff's Office Officer in Charge (000-0000)	EOC Staff updated	
010	DCEM	5-Feb	1654	ARES/RACES representative responds to EOC and indicates snow has been accumulating and estimations may be a little low. Unknown how much total will be received. Milwaukee could potentially receive up to two feet of snow.	EOC Staff updated	
011	DCEM	5-Feb	1657	Director requests 911 Operations Manager to provide information to Emergency Management regarding roads, accidents, etc. We consider 911 our info link to what is occurring outside.	Request Acknowledged	Director to Operations Manager

012	DCEM	5-Feb	1700	Monitored Channel 27 at 5:00 p.m. indicates this could be the biggest snow fall yet. Winter storm warning in effect until 3p.m. tomorrow. Widespread amounts 8-10" in most of our viewing area. Could be as much as 14 inches. Area municipalities have declared snow emergencies.	EOC Staff updated	EM Staff
013	DCEM	5-Feb	1732	ACTION STEP - _____ will contact _____ and inform of our plans for this evening. ACTION STEP - _____ will call _____ with an update. ACTION STEP - _____ will contact Sheriff's Office OIC and brief them. ACTION STEP - _____ will brief Comm Center. ACTION STEP - _____ will contact EM Director at 5am Wednesday. They will make a decision regarding which Emergency Management staff along with others should report to the EOC.	Action steps completed	EM Staff
014	DCEM	5-Feb	1732	_____ contacted City of Madison EM. _____ told of County's expectations from County employees. Believes the City is taking the same stance. Informed of no one staffing EOC over night and there are staff managers coming in early tomorrow. _____ told to call the 911 Center and page _____ if needed.	EOC Staff updated	EM Staff
015	DCEM	5-Feb	1740	_____ provided an update to _____ - Chief of Staff EM Director has spoken with _____, WEM Regional Director. Sheriff's Office OIC notified of Emergency Management's plan for the evening. _____ contacted by _____ and provided him with an update.	EOC Staff updated	EM Staff
016	DCEM	5-Feb	1820	ARES/RACES representative left the EOC for the evening	Noted	
017	DCEM	5-Feb	1930	EM Director notified the 9-1-1 Supervisor of leaving for the evening and could be contacted by pager or at home.	Information noted	EM Director
018	DCEM	6-Feb	500	Contacted 9-1-1 Supervisor assessing weather and assessment of emergency resources. Contacted Public Works/Highway, Airport, Madison Streets, Madison Metro, Mount Horeb Schools, Middleton/Cross Plains Schools, Stoughton Schools, Dane County Sheriff's Office - OIC, and Wisconsin State Patrol.	EM Director Notified	EM Staff
019	DCEM	6-Feb	537	_____ contacted Director with County Department reports and weather update in accordance with the "Dane County Suspension of Government" Plan.	EM Director Notified	EM Staff
020	DCEM	6-Feb	547	_____ contacted Chief of Staff at his home with weather update. Report: Airport has one runway open, Madison Metro is running-some delays. Schools closing (Madison Schools), U.W. remains open, Hwy crews have been out all night, Madison Street crews remain out and plowing. Recommendation to Chief of Staff: Continue to function under the provisions set forth in the County Executive's memo 2-5-08.	Log noted	EM Director
021	DCEM	6-Feb	705	Staff arrive at office and monitor in EOC.	Log noted	
022	DCEM	6-Feb	740	Contact with Regional Office-_____: Related winter weather information and status of Dane County Government	EOC Staff updated	EM Director
023	DCEM	6-Feb	752	Contact with 911 center: Numerous accidents across the county (mostly slide offs) with some injuries. Beltline/51 and Cottage Grove Rd. along with portions of the interstate hazardous at this time.	EOC Staff updated	EM Staff
024	DCEM	6-Feb	810	Rock County Emergency Management contacted DCEM to report that Rock County government has closed for today.	Information noted	EM Director
025	ARC	6-Feb	933	Winter Weather Warning issued from National Weather	Press Release to Community on Safety Steps and how to prepare	American Red Cross- Badger Chapter PIO
026	DCEM	6-Feb	1007	Dane County Situation report #1 was sent out to all EOC representatives, _____, _____, and Department of Military Affairs- PIO	Information sent	EM PIO
027	DC911	6-Feb	1009	WB 152 I-90-39 semi jackknifed, across the whole road, 1st party caller	Caller transferred to WSP	PSC
028	DC911	6-Feb	1011	WB 151 I-90-39 truck blocking interstate, caller said "we're all backed up here"	Dispatcher told caller she'd call WSP, WSP notified at 10:12:12	PSC
029	DC911	6-Feb	1029	I-90 N of Weigh station accident, no injuries	Caller transferred to WSP	PSC

030	DCEM	6-Feb	1036	City of Madison EM Director e-mailed, Madison Metro is running on time and streets has two crews on all major streets, surprisingly the streets are pretty good. City is reporting several slide offs.	EOC Staff updated	
031	DC911	6-Feb	1037	I-90 Exit 156 driver said vehicle on side of road and he needs a tow truck	Caller was told to hold, appears to have been transferred, but unknown where to	PSC
032	DCEM	6-Feb	1040	Contacted by 9-1-1 center, two road closures reported. East bound Beltline at Gammon and Highway 151 east bound at County Highway F (Blue Mounds) due to jackknifed semis.	EOC Staff updated	
033	DC911	6-Feb	1102	EB 156 I-90-39 Crash, no injuries	Transferred to WSP	PSC
034	DC911	6-Feb	1112	WB 155 I-90-39 18wheeler blocking 1.5lanes	Transferred to WSP	PSC
035	DC911	6-Feb	1114	EB 157 I-90-39 truck w/trailer in ditch, cab in the road	Transferred to WSP	PSC
036	DC911	6-Feb	1126	I-90-39 near Stoughton Caller said he's stuck in traffic w/about 1000 cars, traffic isnt moving	Caller was told there was nothing we could do about, plows were out, there were a lot of crashes	
037	SA	6-Feb	1130	The Salvation Army Emergency Disaster Services Coordinator saw TV report of gridlock on Interstate and alerted management that there might be a request for the canteen.	Checked with _____ on possibility of canteen being called out. Decision was made to stand down because the roads getting to the scene would be too difficult for the canteen to negotiate. It was eventually noted that there would have been no room to navigate the canteen because the scene was 19 miles long and there was no path for the canteen to drive along to deliver supplies. At the time, the Madison Schools were closed and the Dane Co. Salvation Army Corps buildings were closed except for the shelter staff due to extreme snow conditions.	_____.The Salvation Army of Dane Co. Emergency Disaster Services Coordinator, monitored the response efforts for the next 24 hours, but the canteen was not called.
038	DCEM	6-Feb	1137	City of Stoughton government closing today at noon.	Information noted	
039	DCEM	6-Feb	1138	Notified that Green County pulling snowplows off roads.	Information noted	
040	DC911	6-Feb	1144	WB 156 I-90-39 caller spun out and went into the ditch, has a travel trailer behind him, no injuries	Transferred to WSP	PSC

041	DCEM	6-Feb	1200	EM Director requested that staff contact key agencies and request status report.	EM Director requested that staff contact key agencies and request status report. Update from 9-1-1 - A few roads in the county that are impassible. Not aware of any main road closures at this time. Near white out conditions. Numerous run offs, we are getting many more calls than we were two hours ago. Roads are horrible, supervisors sense is to get people home while it is light out. 9-1-1 Center advises that conditions are rapidly deteriorating. Call placed to all government closure checklists: 9-1-1 reports roads are treacherous, feels employees should go while it is still light out. Metro reports all but 8 buses are running on time. DCSO – reports that the roads are impassable with white outs. Recommends that employees go sooner than later, darkness would add to the problem.	EM Director, EM Staff
042	DC911	6-Feb	1211	WB 156 I-90-39 caller says truck spun out, others cant make it up the hill,	Transferred to WSP	PSC
043	DC911	6-Feb	1211	EB 147 I-90-39 2 semis and 2 vehs piled up near the weigh station	Transferred to WSP	PSC
044	DC911	6-Feb	1212	EB 147 I-90-39 crash involving semi and 2 cars	Tried to transfer to WSP, busy signal. Called WSP direct on tie line	PSC
045	DC911	6-Feb	1212	Exit 147 accident, unknown injuries, blockage	Transferred to WSP	PSC
046	DC911	6-Feb	1214	I-90 outside of Madison Crash, no injuries	Transferred to WSP	PSC
047	DC911	6-Feb	1217	Exit 147 I-90-39 Caller said one of her drivers was involved in a crash, no inj	Transferred to WSP	PSC
048	DCEM	6-Feb	1220	Notified by WEM of conference call with NWS at 1400	EOC Staff updated	
049	DC911	6-Feb	1231	WB 160 I-90-39 "everybody's stuck and I'm running out of gas"	Transferred to WSP, busy signal, given phone number to call direct	UNK
050	DC911	6-Feb	1245	WB 153 to 151 Caller said he is w/travel trailer in the ditch, was told someone was going to call him back, no one has called him back	Transferred to WSP	PSC
051	DCEM	6-Feb	1245	In conjunction with County Executive, Sheriff, DCEM, and the Highway Commissioner, the decision was made to suspend county government as of 1:00 p.m.	Press Release went out to media to report weather conditions, travel recommendations and suspension of nonessential County government.	Executive's Office
052	DC911	6-Feb	1250	WB 156 I-90-39 caller stuck in traffic for 40min, heater not working anymore	Transferred to WSP, state patrol told caller it should clear up soon, caller asked if there was a radio station to listen to, asked for advice, was told they might want to get off somewhere and stay at a hotel	PSC
053	DCEM	6-Feb	1300	Tow trucks are no longer responding to public requests – official service requests only (_____/_____/_____)	EOC Staff updated	9-1-1 Center
054	DC911	6-Feb	1303	Hy 73 ramp to I-90 Semi Jackknifed	Transferred to WSP	PSC

055	DC911	6-Feb	1304	Rock Co somewhere on I-90 Caller said her son and family was stuck in traffic south of Madison, poss in Rock County	Gave caller number to contact WSP direct w/questions about conditions	PSC
056	DC911	6-Feb	1314	MM 148 Caller said his semi went into the ditch, trailer in the road, no inj's	Communicator called WSP	PSC
057	DC911	6-Feb	1325	I-90 WB 1 mi S of Exit 160 5 trucks in the ditch	Communicator called WSP	PSC
058	DC911	6-Feb	1326	WB 161.5 I-90-39 Caller said he was stuck	Transferred to WSP	PSC
059	DCEM	6-Feb	1330	No reports of road closures per 9-1-1. Significant drifting on north/south roads. No official road closures have been reported.	EOC Staff updated	9-1-1 Supervisor
060	DC911	6-Feb	1331	EB 151 I-90-39 2 trucks in the median, caller been stuck here for 90min	Not transferred, no apparent call to WSP, caller told that help would get there as soon as it can	PSC
061	DC911	6-Feb	1334	WB 162 I-90-39 crash involving semi's	Transferred to WSP, busy signal, communicator then called WSP direct	PSC
062	DCEM	6-Feb	1338	Left message with WEM at 1300, at 1338 spoke with _____ to confirm that they had received the suspension of County government report.	Staff also faxed the suspension paperwork to them.	EM Staff
063	DCEM	6-Feb	1339	Received 1315 situation report #2 from WEM	EOC Staff updated	EM Staff
064	DC911	6-Feb	1342	WB 142 I-90-39 jackknifed semi sliding into caller's car all WB stopped	Notify WSP	PSC
065	DC911	6-Feb	1343	Caller reporting he'd been stuck in traffic on the interstate for 2 hours	Told caller unknown when it'll clear	PSC
066	DCC	6-Feb	1400	Many squad cars getting stuck, most towing agencies responding to LE identified emergency situations only	Contact Dane County Sheriff OIC to confirm deteriorating road conditions	Coroner
067	DCEM	6-Feb	1400	Conference call with NWS.	EOC Staff updated	EM Staff
068	DCEM	6-Feb	1405	Established video conference with Dane County 9-1-1	established	EM Staff
069	DC911	6-Feb	1406	WB 148 I-90-39 2 semis stuck in middle of the road	Caller was told that WSP has all of the jackknifed semis and that we would let WSP know about it	PSC
070	DC911	6-Feb	1413	I-90 near the Madison scales stuck in traffic for 3 hours	Caller was told WSP knows about it	n/a
071	DCEM	6-Feb	1415	Airport is reporting no flights in or out, but they remain open. Below FAA minimums for visibility. 10.9 inches snow accumulation at this time Madison Metro plans to shut down bus route at 1900.	EOC Staff updated	EM Staff
072	DC911	6-Feb	1418	"What parts of the Interstate are shut down?" (answer from WSP: none)	Call to WSP from PSC	PSC
073	DCEM	6-Feb	1420	No concerns from the Coroner Report of Deer-Grove ambulance in the ditch. Resolved.	EOC Staff updated	Coroner
074	DCC	6-Feb	1420	Reports of major traffic build-up on I-39 between MM 154 and county line. No report of injuries or fatalities.	Stand-by	Coroner
075	DCEM	6-Feb	1425	Asked _____ to update us as issues arise. OIC – _____ 000-0000	EOC Staff updated	DCSO
076	DC911	6-Feb	1430	EB CTH 19 to I-90-94-39 Occupied disabled vehicle	Notify WSP	PSC
077	DCEM	6-Feb	1430	Time approximate - EM Director contacted WEM EOC and spoke with State Patrol representative in the State EOC (____). State Patrol and DNR are putting together strike teams to assess the Interstate. I90 system only, not federal highways.	Contact information was provided :State patrol EOC – 000-0000 State Patrol Post – _____ - 000-0000. _____ 000-000-0000	EM Director
078	DCEM	6-Feb	1436	Time approximate - Call placed to State Patrol Incident Commander _____, left message	Log noted	EM Director
079	DCEM	6-Feb	1515	EM contacted Dane County Highway – Highway reports they will continue to plow, and they are hearing that some municipalities are pulling but Dane County will remain out. If we need snowplow to assist with emergency rescue the best way is to contact 9-1-1 center for assistance. Will inform us if they plan to pull plows at any point.	EOC Staff updated	EM Staff
080	DCEM	6-Feb	1520	_____ is contacting the OIC about possible feeding issues with the inmates.	Call Highway if they need assistance 000-0000	EM Staff

081	DCEM	6-Feb	1530	DCEM Situation report #2 sent to EOC representatives EM contacted Red Cross, they informed us that the Badger Chapter office closed at 1400. _____ will need three hours if feeding or sheltering is necessary and a plow will need to lead them out.	Phone # 000-0000	EM Staff
082	DCHD	6-Feb	1538	Call received DC HWY semis were unable to get up grade at MM 154 to MM 155 WB, 139/90	Dane County responds. Our units were caught in the backup and unable to get through traffic. It took 45 minutes to an hour to get plows around to the front of the backup to assist WSP to get traffic moving.	Highway
083	DCEM	6-Feb	1545	State Patrol IC returned call and reports the worst areas are on and off ramps to the I90 system. Slide offs are not allowing the plows to get through. A stretch of I90 mile MM154 to MM164, County N and US51 ramps are impassable. Doesn't appear plowing has been done. No plans on how they are planning to get people out.	DCEM asked to stay a part of the contingency plan as it is developed.	EM Director
084	DC911	6-Feb	1547	WB 147 I-90-39 jackknifed semi (driver calling)	Notify WSP	PSC
085	DCEM	6-Feb	1550	Called NWS for weather update for Dane County, advised of heavy snow band over eastern half of Dane County, significant accumulations expected. Lesser amounts in western Dane County	EOC Staff updated	EM Staff
086	DCEM	6-Feb	1555	Based on significant band of snowfall over the Stoughton area, EM Director spoke with _____ Mayor in Stoughton, they are pulling plows at 1600 but they will be available to assist emergency response personnel if needed.	EOC Staff updated	EM Director
087	DCEM	6-Feb	1600	EOC conducted contingency planning and developed an IAP: Discussion involving stranded motorists in rural areas, blocked roadways, ability to plow. Are people in danger? If problems arise on I90 and people start walking they will have to shut down the Interstate. Wind chill currently is 7 degrees. Request OIC and 9-1-1 supervisor come to EOC to discuss. Will plan to meet at 1620. Viewed the 1600 news on Channel 27, reporting people stranded on I90 since 1130.	EOC Staff updated	EM Staff
088	DCEX	6-Feb	1600	_____, Chief of Staff to the County Executive, contacted _____, the County Highway Commissioner, and _____, Director of Emergency Management, to receive update on storm and response efforts to stranded motorists countywide. Both the Highway Commissioner and EM Director indicated concern about back-up increasing on interstate. _____ offered whatever resources necessary to deal with weather-related issues through the afternoon/evening.	Communications	EM Director
089	DCEM	6-Feb	1615	Incident Action Plan: Life Safety issues – Motorists stuck in rural areas Assessing the magnitude of the situation Assuring that emergency vehicles can continue to get to emergencies Elderly/shut-ins concerns if they did not receive meals, meds, oxygen. Concern for people that have left their vehicles and for homes having clear exhaust, home safety. Continue to monitor the weather; Public Information. Heavy snow - elderly/ill being cautious.	Discussion/IAP Developed	EM Staff
090	DCSD	6-Feb	1620	Met with EOC to identify situation on the interstate.		Sheriff's Office

091	DCEM	6-Feb	1621	Briefing – _____, _____, _____, _____, _____ (DCSO), _____ (9-1-1 Center) and _____. Briefing information: State Patrol has teamed with the DNR to assess motorists along the Interstate using strike teams. Around 1400 hrs, tow trucks decided to come off the roads (call 9-1-1 to find out when they will resume). Police requests only for emergency vehicles at this time from the majority of the tow companies. 9-1-1 Operations manager reports: 3 different categories of issues 1) cars disabled and out of the roadway 2) need a response and can't get a response immediately 3) Interstate, E. of Utica south to the Rock County line is sitting still. Two lanes westbound about 1000 cars, 13 miles. With standstill calls, we transfer to State Patrol unless they need fire or EMS. State Patrol has not established any plan to retrieve these people or gas these vehicles. DC 9-1-1 is not taking any of these calls just forwarding to State Patrol. 600 visitors to Dane County are being inconvenienced or are running out of gas.	EOC Staff updated	Dane County EOC
092		6-Feb	1621	Continued- Problem is at the 154 (East Church Road) within Dane County. Who can help? Town of Christiana, State Patrol and Dane County Highway. Road access would be 51, 106/73, 147/N. Dane County Highway Plows are at the 154 marker. If medical emergency in this zone right now, there will be a delay in access. 9-1-1 understands it as being jackknifed semi (s) that is causing this standstill. _____ – can be reached through dispatch 000-0000. State Patrol continues to assess situation. Many of the trucks that have sat there for long term have drifting all around them now. A woman from LaValle called in to Channel 3 who has been sitting on the interstate since 11:30 am, is hearing no public information on the radio, is not seeing any plows. The message that needs to go out is difficult do to the lack of information that we have. Traffic management is State Patrol's jurisdiction, State Patrol would need to coordinate efforts.		
093	DCC	6-Feb	1622	EOC briefing- some motorists report to media that they have been stranded since 1130...question raised in EOC about WSP's traffic management jurisdiction vs. human needs response by county?	Contact with WSP _____, _____ & _____	EM Director and Dane County EOC
094	DC911	6-Feb	1623	Called _____/WSP and offered PSC assistance.	Message	PSC
095	DC911	6-Feb	1625	(time approximate) Received information from _____/PSC that he received in two immediately prior phone calls to WSP regarding interstate backup locations and size.	Message	PSC
096	DCPIO	6-Feb	1630	CO Exec's PIO received inquiry from WMTV TV-15 regarding status of interstate I-39.	Checked w/ Dane CO Highway and returned call stating county crews were assisting State Patrol and that Rock, Green, and Columbia Counties were pulling their plows off the road.	DC Exec PIO
097	DC911	6-Feb	1631	Called Dane County Highway asking ETA for MM 154.	Message	PSC
098	DC911	6-Feb	1633	Called _____/WSP and advised that Dane County Highway was arriving at MM 154.	Message	PSC
099	DCPIO	6-Feb	1700	Media Calls from various local media outlets regarding incident information (1700-0200)	Relayed message that Dane County supporting the State Patrol's response and working to coordinate assistance to stranded motorists.	DCEM PIO

100	DCEM	6-Feb	1717	Director spoke with _____ at the State Patrol, it appears that the plow has made it out to the location, also two tow trucks out on scene trying to assist getting the semis moving. They are moving one vehicle at a time, pulling and pushing up the inclines, very time consuming. As the traffic moves, they are finding more and more snow that has accumulated causing problems. They have requested any additional plows that might be available. The concern is keeping the traffic moving. Cars are coming on the interstate from the Beltline and are trying to back down the ramp when they are seeing the blockage. Dane County EM inquired who is doing outreach to these people that are stuck on the Interstate? There needs to be a two way communication with the affected motorists. Director contacted Dane County Highway and asked if additional plows were available for the I90 system. Highway indicated that 4 plows were dedicated to the I90 system, all other plows were deployed within Dane County.	EOC Staff updated	EM Director and Staff
101	DCEM	6-Feb	1730	EM Staff briefed the Southwest Regional Director, _____ at home.	Log noted	EM Staff
102	DCEM	6-Feb	1733	Rock County Director and Dane County director briefed each another	Information Shared	Rock/Dane EM Directors
103	DCEM	6-Feb	1740	Conference Call initiated through WEM EOC with WEM State Patrol EOC representative:Dane County EM reported to State EOC that 13 miles of stopped traffic on I90, there needs to be a 2 way communication with these motorists. They have been stranded for hours. 9-1-1 is receiving more and more calls from people stranded and running out of gas.State Patrol representative in State EOC reports this is the first they are hearing about this sort of magnitude of backup.Questions being posed by DCEM:How are people being communicated with? Dane County 9-1-1 receives calls and then if no emergency concerns it is being relayed to the State Patrol Dispatch. Is there a plan to communicate with these stranded motorists? No plan identified how many vehicles are sitting in the area: unknown State Patrol reports that they have 7- 4x4 vehicles out in the area getting a tally on number stranded. _____ reports that WEM plans to request the National Guard. _____ called DC PIO with a request and a concern that they could not reach Wisconsin State Patrol.	Dane County EM has asked the DCSO to place snowmobiles on standby. They will also get the Beltline road trucks prepared to potentially help.	EM Director
104		6-Feb	1741	Continued - If DCEM establishes contact, have State Patrol PIO contact WEM EOC. State Patrol PIO is _____ 000-000-0000		
105	DCEM	6-Feb	1800	Rock County 9-1-1 supervisor _____ (000-000-0000) advises they are also receiving calls from persons stopped on I39-90WB, and that condition has existed for hours. The backup likely reaches back to mile 171 (State Hwy 26, Janesville). No fire or medical calls have been received in this zone. Most callers are being told authorities know of the backup, and those with further concerns or questions are being connected with State Patrol dispatch. Four plow trucks from Rock County are assigned to the stretch of I39-90 between mile 185 (Beloit/state line) and the Dane County line.	EOC Staff updated	
106	DCHD	6-Feb	1805	Contact DC EOC regarding assistance to Cons. Foods at Ferris Center.	Sent plow with chain	
107	DCEM	6-Feb	1813	Director spoke to Highway Commissioner they are seeing some movement on the interstate but very slow. Sheriff OIC reports that DCSO is heading to Westport to get the snowmobiles out and ready.	In response to media inquires, our message is that we are working with the State Patrol to offer assistance and support. Dane County PIO taking calls.	
108	DC	6-Feb	1816	1630 WEM Situation Report #3 arrived via email.	EOC Staff updated	
109	DCEM	6-Feb	1820	EM Director contacts Dane County Highway Commissioner he reports that they have not had a plow down to the Rock County line in a couple of hours.	Information acknowledged	

110	DCEM	6-Feb	1828	WEM EOC and State Patrol EOC Representative contacted Dane County EOC:Report I39N/I90W from mp154 road backed up all the way into Rock County. Troopers with DNR assessing these areas. No crash, just loss of traction. We don't have the equipment to fix this problem. We are in contact with tow services to assist with traction situation. We aren't experts on this. Primarily it is the large trucks that are losing traction so we need "heavy wreckers". We don't know what we need we are looking for advice. Dane County Highway is telling us that they are out trying to plow the areas. Sand and salt would potentially assist. They need TRACTION. State Patrol indicated that they are not opposed to snowmobiles but not sure what they would do? After discussion between the DCEM and WEM the mission determined for the snowmobiles/ATVs from Dane County Fire Service would be to assess each motorist, and identify needs. National Guard would be sent by WEM with food and water. DCEM Director asked who is the field IC so we can relay that to the local field responders.	DCEM offers snowmobiles and personnel to check on stranded motorists.	
111	DC	6-Feb	1829	Continued - If DCEM establishes contact, have State Patrol PIO contact WEM EOC. State Patrol PIO is _____ 000-000-0000		
112	DCEX	6-Feb	1830	_____ spoke with EM Director over the phone to get an update on the storm. She expressed concern with what she felt was the State's lack of response to stranded motorists on the interstate and said the County was working hard to get help to those people.	Communications	EM Director
113	ARC	6-Feb	1833	Public Inquiry about people stranded	looked for information on the local news;checked with supervisor	American Red Cross- Badger Chapter -Duty Officer On-Call
114	DCEX	6-Feb	1840	_____ contacted the County Executive who volunteered to contact snowmobile clubs to get assistance with delivering food, water, and emergency supplies to those stranded. _____ called EM Director with this other idea which EM Director supported. _____ then called County Executive back to let her know EM Director thought this was a good idea.	Communication	EM Director
115	DC911	6-Feb	1845	MM 162 I-90-39 Stuck in traffic almost 6 hours child hungry or sick	Co Hwy Notified	PSC
116	DCEM	6-Feb	1847	EM Director spoke with the Chief of Staff and related IAP. County Executive contacted EOC with information related to volunteer snowmobile clubs.	Information noted.	
117	DCEX	6-Feb	1847	County Executive attempted to personally call _____ of the Dane county snowmobile club. When she was unable to get him on the phone, she called and talked to _____, former attorney for the Snowmobile Association. _____ recommended _____ call _____ with the statewide snowmobile association. _____ called _____, who lives near Edgerton, and he promptly offered to recruit snowmobilers immediately. _____ then gave _____ the direct phone number of emergency management. _____ informed _____ and emergency management that snowmobiles were readying to help. _____ also gave emergency management _____ contact info	Communication	EM Director
118	DC911	6-Feb	1855	MM 161 I-90-39 Stuck on road for 6 hrs less than 1/4 tank gas	Call WSP asks when will I90 be opened? WSP can't say; caller advised to call back every 30mins	PSC
119	DCSD	6-Feb	1900	Received EOC request for snowmobiles and beltline trucks.	Contacted _____ reference snowmobile request. _____ arrived at the Command Post at 2211 with Deputies _____ and _____. They go 41 at 0117 on 2/7.	Sheriff's Office
120	DCEM	6-Feb	1900	Spoke with Rock County EM about shelter that was set up in Rock County for semitrucks.	EOC Staff updated	EM Staff
121	DCEM	6-Feb	1900	Dane County EOC establishes an incident action plan to mobilize resources.	EOC Staff updated	EM Staff

122	DCPIO	6-Feb	1900	Dane County Executive's Office receives media calls from WISC TV-3 and WMTV TV-15.	Relayed message that all Dane County resources are mobilized to support the State Patrol's response and working to coordinate assistance to stranded motorist.	DC Exec PIO & Chief of Staff
123	DCEM	6-Feb	1910	DCEM released press release regarding personal safety issues and travel.	E-mail and fax sent.	EM Staff
124	DC911	6-Feb	1914	MM 156.6 I-90-39 Semi stuck in traffic almost out of fuel	Notify WSP	PSC
125	DCEM	6-Feb	1915	EM Staff spoke with _____. Placed volunteers on standby and stated appreciation to this organization.	Communication	EM Staff
126	DCNCP	6-Feb	1915	Page from Emergency Management for OIC's to call DCEM	Fire 1 and Fire 4 called for report	
127	CGFD	6-Feb	1919	Cottage Grove Fire 1 received a page to contact DCEM via phone	Communication	EM Staff
128	DCEM	6-Feb	1920	Time approximate - Call placed to _____, Stoughton Fire Chief asking that Stoughton Fire establish Command Post at Coachman's Inn Parking lot to coordinate support response of Fire Department / snowmobiles / ATVs / and Ambulances. Communication plan was established.	Information shared	Dane County EOC
129	CGFD	6-Feb	1921	Called DCEM, at which time CGFD was asked if we could assist with either snowmobiles or ATVs to the I90 incident	Communications	EM Staff
130	DCNCP	6-Feb	1922	Order for F4 respond at SPD per F1.		
131	DC911	6-Feb	1925	MM 163 I-90-39 People using roadway for toilet; cars with diabetic persons; could find dead people in trucks	Attempt transfer WSP	PSC
132	DCEM	6-Feb	1925	Call placed to Cambridge Fire Chief advising of situation. Cambridge Chief concurred that Stoughton Fire would act as IC.	Information Shared	EM Staff
133	CGFD	6-Feb	1925	Contacted four Cottage Grove Fire personnel who privately own snowmobiles and they said they would be able to respond.		
134	DC911	6-Feb	1927	NB 30 mi So of Madison Stuck here >3hrs low on gas; time frame to opening?	WSP phone number given to caller	PSC
135	ARC	6-Feb	1929	Received call from WEM to put us on stand by for a possible shelter	Called Dane County EOC to get more info and coordinate any action	American Red Cross- Badger Chapter Emerg. Serv. Director
136	DC911	6-Feb	1929	Called _____/WSP offering PSC assistance with screening phone calls and other suggestions for alternative routes.	Message	PSC
137	FFD	6-Feb	1930	Dane County Fire Chief's - Received a request from the Dane County EOC to staff the EOC as part of an activation related to numerous people being stranded on I-90.	Following the DCFCA call tree process, President _____ and Vice President _____ were not available. Trustee _____ reported to the EOC and filled the role of Fire Service Coordinator.	Dane County Fire Chief's Association
138	DC911	6-Feb	1930	(time approximate) Telephoned _____/DCEM/EOC to work out details of who would be dispatching and monitoring fire resources being sent to Coachman's.	Coordination	PSC/EOC
139	DCEM	6-Feb	1930	Requested Fire Representative report to the EOC through call to Dane County Fire Chief Association President, _____.	Information shared	
140	DCEM	6-Feb	1930	EM Director calls _____ and asks for him to continue standby. He shared that Rock County will not need their services.	Communication	EM Director
141	DCNCP	6-Feb	1930	Members begin arriving at SPD to assemble response to I-90		
142	DCNCP	6-Feb	1930	DNR _____ present at Command Post		
143	DCSD	6-Feb	1935	Contacted Deputies _____ and _____ reference beltline truck request.	Information sharing	Sheriff's Office
144	DCNCP	6-Feb	1935	STS-5 STB-7 and ATV assigned to call		
145	DCNCP	6-Feb	1935	Duty Crew Officer to call members of SFD not present and appraise of situation		
146	DC911	6-Feb	1936	Called _____/WSP offering PSC assistance with screening phone calls and other suggestions for alternative routes.	Message	PSC
147	DCSD	6-Feb	1945	Notified Chief Deputy _____	Notification	Sheriff's Office

148	DCEM	6-Feb	1945	Director spoke to WEM EOC, State Patrol Representative and related staging area location, frequencies to be utilized and contact for Incident Commander at the Coachman's Command Post. Inquired as to the estimated time of arrival for the National Guard was told approximately 1.5 hours.	Information shared with command post	EM Staff
149	DCC	6-Feb	1945	Interstate CP established on CTH A(Coachman's parking lot inaccessible)	Staging and inventory of available vehicles and crews	Stoughton FD Chief _____ and Deputy Coroner _____
150	CGFD	6-Feb	1945	Personnel from Cottage Grove Fire Department responded to the staging area at the Coachman's and received their assignment from Command at that location.		_____, _____, _____
151	DCNCP	6-Feb	1949	Request to Stoughton Police to return to STC-1 to SFD		
152	DC911	6-Feb	1957	I-90 South of Madison, Caller: Should I abandon car and get myself home?	Told caller WSP & DC EM working on getting fire to deliver to them	PSC
153	DCNCP	6-Feb	1959	STB-7 and ATV respond to Coachman's		
154	STPD	6-Feb	2000	Notified by Stoughton FD of their response to the interstate. We opened the Stoughton EOC on a very limited basis to monitor the situation in case more involvement was needed.	Limited Opening of Stoughton EOC	Chief _____ STPD
155	DCEM	6-Feb	2000	_____ from DCFCA arrived in EOC and was briefed on IAP.	Information shared/Coordination	
156	DCNCP	6-Feb	2003	STC-1 and STS-5 respond to Coachman's to establish Command Post		
157	DCNCP	6-Feb	2015	STC-1 and STS-5 arrive at Coachman's CP in STC-1 at 984 Cty A		
158	DCNCP	6-Feb	2015	STS-5 set up light tower at 51 and A		
159	DCHD	6-Feb	2016	Received request to plow staging area.	Dispatched plow to area	Highway
160	DCEM	6-Feb	2017	DCEM took call from _____ from the Red Cross, been contacted by WEM about possible sheltering. SA is doing some sheltering in Rock County. Wanted to know if we planned to need sheltering in Dane County. Briefing _____, _____, _____. J Mile marker 154 39/90 thru Rock County, 17 miles or longer. Been stranded for hours. We have coordinated with State Patrol and WEM, Dane County Fire Departments. Staging at the Coachman's Inn, IC is _____. We will be mobilizing snowmobiles to assess motorists, if they need assistance a yellow band will be placed on the vehicle. ATVs will then follow with food, water, and blankets. 8 snowmobiles and 8 ATVs have been dispatched through Fire Departments. DCSO has also committed 2 "beltline trucks" and 3 snowmobiles with personnel. Any needs more urgent medical need would be radioed in to the Command Post. Discussed sheltering and determined not needed.	EOC Staff updated	EM Staff
161	DCNCP	6-Feb	2020	Between 2020 hrs and 2135 units that included ATV's, snowmobiles, gators, argo four wheelers and brush units from Deerfield, Cambridge, Oregon, Edgerton, McFarland, Stoughton arrived and assembled behind STC-1 for assignments		
162	DCSD	6-Feb	2030	Met with EOC personnel/Sheriff included/Sheriff notified _____. Sheriff requested _____ and _____ respond to Coachman's with ATV.	Notification	Sheriff's Office
163	DCNCP	6-Feb	2030	Unified command sends DNR sleds to area of MM 165-171 Rock County		
164	DCNCP	6-Feb	2030	Two McFarland sleds deployed to MM 153 to MM 156 South. All found to be o.k. No medical issues.		
165	DCNCP	6-Feb	2030	Emergency sled with small generator dispatched to location to power civilian equipment for medical treatment. Assignment completed. Records retained don't indicate location.		
166	McFFD	6-Feb	2035	Arrived at Command Post with ATV 11 staffed with two McFarland fire fighters, two snowmobiles borrowed from citizen and staff by two fire fighters. At unknown time snowmobile crew came upon a person with diabetic difficulties. Transported to staging area for treatment by EMS.	Per Direction of Command - Patrolled prescribed sections of Interstate to check welfare of motorists.	

167	DCNCP	6-Feb	2035	First wave of snowmobiles deployed to check welfare going south from 156		
168	DCHD	6-Feb	2041	Called DC EOC for update.		
169	DCEM	6-Feb	2049	DCEM staff briefed _____ from Red Cross that no sheltering was needed in Dane County. Also, briefed _____, WEM that no sheltering was needed in Dane County.	EOC Staff updated	Dane County EM
170	DCNCP	6-Feb	2056	Request for EMS to stage at Command Post ST-88 and ST-87 responded		
171	STPD	6-Feb	2057	SAEMS R88 paged to stage at I90/Hwy 51 @ Incident Command - in support of the traffic incident. No immediate medical need identified at this time.	Responded as Requested	Stoughton Area EMS Personnel
172	STEMS	6-Feb	2057	SAEMS R87 paged to stage at I90/Hwy 51 @ Incident Command - in support of the traffic incident. No immediate medical need identified at this time.	Responded as Requested	Stoughton Area EMS Personnel
173	DCEM	6-Feb	2058	We have 11 snowmobiles, 7 ATVs, and 2 ambulances (Intermediate Technician Level) staged at the Coachman's Inn. We have notified Stoughton Hospital of the possibility of patients. DCEM Specialist determined that 2 Intermediate Technician level ambulances would be acceptable for this operation they were dispatched to the staging area.	EOC Staff updated	Dane County EM
174	DCNCP	6-Feb	2059	Dane County Sheriffs Lake Patrol unit arrived. Two sleds deployed to N area for traffic issues on sleds.		
175	DCNCP	6-Feb	2059	Bus arrives at Command Post from _____ in Edgerton to shelter responders at Command Post between assignments.		
176	DCSD	6-Feb	2100	State Patrol request two Deputies for traffic control at Coachman's Inn. Deputies _____ and _____ utilized for traffic control.	Support to request.	Sheriff's Office
177	DCEM	6-Feb	2100	Communication between Dane Conty EOC and the following to coordinate bridge calls: WEM State Patrol Dane County Rock County Chief Deputy Rock County Sheriff's Department State Patrol Rock County Janesville. A state patrol representative and a Rock County Sergeant are going to the command post at Coachman's Inn.	Call information shared with agencies	Dane County EM
178	DCC	6-Feb	2100	Time approximate - Cancer patient - child on portable pump has battery that needs charging	Vehicle located north of 156 MM and battery charged with portable generator	DCCO strike team & McFarland FD strike team
179	STNEMS	6-Feb	2113	SAEMS R88 arrived on scene and staged per direction.	Staged and Waited direction/instruction from IC. R88 personnel were not called upon to render emergency medical care during this event.	Stoughton Area EMS Personnel
180	DCEX	6-Feb	2115	_____ contacted EM Director looking for an update and confirmation that people on the Interstate were getting help. _____ then updated the County Executive	Communication	EM Director
181	DCNCP	6-Feb	2115	Dane County Coroner's Office personnel requested to fill Sheriff gas tote with fuel. _____, _____		
182	DCNCP	6-Feb	2115	Shoveled vehicles out on MM 156 ramp. Completed by McFarland and Stoughton teams.		
183	DCNCP	6-Feb	2115	Brinks type truck towed from 156 ramp area by McFarland ARGO.		
184	DCNCP	6-Feb	2115	White Windstar at 153 West out of fuel with eight kids on board. Oregon sleds deployed with can to dispense two gallons.		
185	DCNCP	6-Feb	2115	Comm Center reports out of gas vehicle Hyundai vehicle found despite long search by Edgerton ATV. No other contact received.		
186	DCEM	6-Feb	2120	DCEM PIO spoke with Milwaukee Journal Sentinel reporter	Log noted	EM Staff
187	DCEM	6-Feb	2130	Dane County Director called Rock County Director for briefing	Information Shared	DC EM
188	STNEMS	6-Feb	2133	SAEMS R87 arrived on scene and staged per direction.	Staged and Waited direction/instruction from IC. R87 personnel were not called upon to render emergency medical care during this event.	Stoughton Area EMS Personnel
189	DCEM	6-Feb	2135	PIO conference call with media, set up by WEM PIO _____.	Log noted	WEM

223	DCEM	7-Feb	121	Reestablished phone bridge. Rock reports that both north and south bound are moving. Dane reports that everything is moving. The Blackhawk is refueling and can go back in the air if requested. The Bridge group requested refuel for additional missions. Discussion resumed about possibly rerouting, the group consensus was that we are making headway and rerouting could potentially cause more problems. Discussion about possibly moving humvees with supplies south towards Rock County. The group decided to determine if demobilization can occur after 0230 conference call. State patrol reported that they were comfortable taking back 9-1-1 calls at their center.	Communication and Coordination	EM Staff
224	DCNCP	7-Feb	123	Red van MM 159/160 need food delivered by EDB1 ATV crew. All o.k.		
225	DCNCP	7-Feb	123	Deerfield sleds instructed to wake up sleeping drivers at I90 at approximately MM 156 and start moving vehicles south.		
226	DCNCP	7-Feb	138	Sleds to check I90 south to Newville and report findings regarding stopped vehicles per WSP.		
227	DCNCP	7-Feb	138	National Guard arrives with bottled water and MRE's.		
228	DCNCP	7-Feb	138	Food and water are loaded on to fire department sleds and ATV's.		
229	STNEMS	7-Feb	140	SAEMS R87 was released from the scene per Incident Command	Returned to Quarters	Stoughton Area EMS Personnel
230	DCEM	7-Feb	156	Received WEM situation report #4 via email	EOC Staff updated	
231	DCSD	7-Feb	200	Sheriff left the EOC and requested _____ attend EOC briefing at 0230. _____ attended each briefing through 0615.		Sheriff's Office
232	DCNCP	7-Feb	223	DCCO and EOD crews began task of clearing MM 156 ramps by use of tow trucks, graders and personnel shoveling out stuck vehicles.		
233	DCEM	7-Feb	230	Director received call from _____ – WEM Administrator from his home, inquiring why Dane County had not issued a State of Emergency. Director related that Dane County was providing a support role to the State of Wisconsin, we had not requested State assets at any time. DCEM had reviewed their policy on declaring a State of Emergency and we had not met the criteria for taking that action.	Information Sharing	Dane County EOC
234	DCNCP	7-Feb	234	Deerfield completed previous assignment at 0234.		
235	DCNCP	7-Feb	234	McFarland checking 156 North for stalled.		
236	DCNCP	7-Feb	234	Stoughton ATV clearing 156 ramp.		
237	DCNCP	7-Feb	234	Dane Sheriff back at Command Post and going to County N with motor vehicles to begin traffic clearing operation.		
238	DCEM	7-Feb	235	Conference Call participants: _____, _____, _____, and staff, _____, _____, WEM staff, Dane County 9-1-1, _____ – DCSO, _____, _____, _____. WEM reports that the Blackhawk is responding to the area. ETA 15 minutes Rock county reports that southbound still moving at 15-20 mph. Northbound is at a pretty good crawl, backed up all around the curve but moving slowly. Traffic is stopped just north of the Highway 11 exit. Dane County reports periodic blockages, truckers are stopping along the Highway and it is causing blockages. General Discussion on Demobilization: Snowmobiles are doing nothing but determining where and why there are occasional holdups. 72 meals and a half a pallet of water left. No assistance has been needed when they check with motorists and no fuel is needed either. WEM is working to get more water to the coachman's Inn location. 3400 bottles of water was sent out on the one pallet initially. Highway plow on the way to MM152 to deal with drifting.	Communication Coordination	Dane County EOC
239		7-Feb	236	Continued - Are we still dealing with people that have been there since 2:00 p.m.? Marty feels these are new people now. Sheriff _____ would concur. Don't believe there are people that have been there for 8 hours. Janesville law enforcement reports that motorists on I90 just north of the city of Janesville in the northbound lane have been sitting for hours. No backups found near the Dells. People are just tiring and they are stopping along the Interstate to sleep. One ambulance was demobilized at 0300.		

254	McFFD	7-Feb	430	McFarland Fire 1 contacted by EOC and requested to report to CV1 for crew rotation of command staff that had been there all night.	CV1 fueled by Co Highway Department	
255	SHFD	7-Feb	433	Contacted by Dane County Comm Center to contact them. Upon contact, were advised to call the Dane County EOC. Contacted Dane County EOC () who asked for Shorewood Hills Fire Department to send a Chief Officer to staff EOC for next operational shift.	Sent staff to man Dane County EOC 0500 to 1000 hrs.	
256	DCSD	7-Feb	440	E-mail sent to , and advising the EOC would be still up and running through the morning. Advised the primary problem is truck drivers sleeping in their vehicles and having to be woken up.		Sheriff's Office
257	DCEM	7-Feb	459	Received press release from Rock County	Information Noted	
258	DCSD	7-Feb	459	Both (EOD ATV) and (Traffic Control) were demobilized. advised and had already left some hours before. E-mail sent to , , and that the last of DCSO resources have been demobilized.		Sheriff's Office
259	DCC	7-Feb	500	Exit 156 ramps still blocked by semi's drifted in and tow trucks can't get to them	EOD strike team relieved by DCCO strike team to assist plowing operation	DCCO strike team
260	DCEM	7-Feb	505	Begin requesting and assigning resources for new operational period at 0600	Paged fire departments and coordinated smooth transition to 2nd shift	
261	DCEM	7-Feb	510	Faxed press release to WEM from DCEM	Public Information	Dane County EM
262	VFD	7-Feb	513	Verona Fire Department was requested to assist with the stopped traffic incident on 190. Tow VFD staff members were sent along with our all terrain vehicle (ATV) to a staging area in the Coachman's Inn Parking lot. Staff arrived at 0653	VFD staff arrived and deployed our ATV in preparation for relieving first responders that had been providing assistance to stopped traffic. VFD staff unloaded and waited for an assignment for about one hour when they were informed to reload the ATV as VFD's services were not needed. Staff and ATV returned to quarters at 0954 arriving back at the station at about 1030 hrs.	
263	DCEM	7-Feb	515	Conference call with participants: , , , , , . DC Highway Graders headed to the interstate going south and north to assist getting the hard packed snow removed to allow the salt and sand to work more effectively. We will all continue to push the press releases during this morning commute.	Communication Coordination	Dane County EOC
264	DCEM	7-Feb	600	Command Post established new operational period with new fire department ATVs and new Command Staff. Also replaced in the EOC as DCFCA representative	Information shared with incoming shift	Dane County EM
265	DCC	7-Feb	600	Exit 156 ramps cleared and open	DCCO strike team returned to CP	DCCO strike team
266	DCNCP	7-Feb	610	Relief at Command Post for Incident Commander, Operations Officer by (McFarland) and (Blooming Grove Fire).		
267	DCC	7-Feb	615	DCCO strike team released from scene		
268	DCEM	7-Feb	622	Conference Call with participants: , , , , , . Dane update – shifting personnel at this time. No problems on the Interstate right now. Traffic is moving slowly. Rock Update – from 59 moving north fine, problem lies with waking up truckers. 8:00 flyover planned, should take about 1 hour. Next briefing at 9:30	EOC Staff updated	
269	DCSD	7-Feb	640	Chief Deputy contacted by phone to advise the EOC is still up and running. The Chief stated he would respond to the EOC and represent DCSO.		Sheriff's Office

270	DCEM	7-Feb	652	National Weather Service report –Clear to partly cloudy with increasing clouds and flurries this afternoon, no accumulation. High in the upper 20s with SW winds 5-10mph. Evening – mostly cloudy with 20% chance of snow, no accumulation Low 20 with S winds at 5-10mphFriday – cloudy with slight chance of snow all day 40%. High in low 30s with SE wind 5-10 mph Low in 20s with SW winds 5-15mphSaturday – 40% chance of light snow 14 inch accumulation in Dane County.Madison Metro buses running 10 minutes lateDane County Airport – runways openSchools – most on 2 hour delays	Information noted	
271	DCEM	7-Feb	700	Briefed Chief of Staff	Communication	EM Director
272	DCEM	7-Feb	711	Traffic northbound is moving at 20-30 mph, southbound 30-40mph. DNR sleds are not at the command post yetMission for the command post is now to monitor traffic and avoid putting snowmobiles and 4 wheelers on the interstate due to safety concerns with traffic moving.	EOC Staff updated	
273	STNEM S	7-Feb	715	SAEMS R88 was released from the scene per Incident Command	Returned to Quarters	Stoughton Area EMS Personnel
274	DCEM	7-Feb	720	Press Release sent to WEM from DCEM	Public Information	Dane County EOC
275	DCHD	7-Feb	743	Received call from WISDOT		
276	DCEM	7-Feb	800	Media conference call.	Public Information	
277	DCEM	7-Feb	822	State Patrol requested that Dane County Highway clear Scale at the MM 146 so they can tow abandoned vehicles there.	Request made	
278	DCEM	7-Feb	930	Conference Call – _____, _____, Rock County Sheriff, South Command Post, _____, _____, _____, Janesville PD Dane – Interstate moving well all lanes. Southbound ramp from Highway N is closed because it was unplowed and vehicles were blocking the ramp. Blackhawk reports that traffic is flowing. The State EOC is calling a press conference at 1100Decision to demobilize staging area, command post.	Demobilization occurred	
279	DCPIO	7-Feb	1300	Interview w/ _____ w/ Chicago Tribune	Participated	DCEM PIO
280	DCHD	7-Feb	1306	Call from DC EOC deactivating	Relayed info to Sup on Call	
281	DCPIO	7-Feb	1330	Interview w/ WTDY Radio, Madison	Participated	DCEM PIO
282	DCPIO	7-Feb	1430	Interview w/ Wisc. State Journal	Participated	DCEM PIO

Appendix 2-7 Rock County Event Timeline

ITEM	AGENCY	DATE	TIME	EVENT - INCIDENT - INFORMATION - INQUIRY - ACTION - MESSAGE	ACTION TAKEN	WHO
000	RC	5-Feb	1430	Snowstorm starts in Rock County.	Three plow trucks dispatched to I-39/90	DPW
001	RC	5-Feb	1603 - 1804	Several calls of icy conditions/accident/runoffs all over I-90 from Newville to Beloit - 9 calls total	Transferred to State Patrol Disp.	Dana Geister
001	RC	5-Feb	2058	Call of car in ditch on I90 near Edgerton	Transferred to State Patrol Disp.	Kassie Kluge
002	RC	5-Feb	2247	Call of car in ditch near Janesville	Transferred to State Patrol Disp.	Brian Becker
003	RC	6-Feb	0023	Accident on MM 183 I-90 WB - 6 calls total	Transferred to State Patrol Disp.	Dana Geister
004	RC	6-Feb	0835	Car in median near MM 184 I-90	Transferred to State Patrol Disp.	Jillian Peterson
005	RC	6-Feb	0837	Semi ran off road MM 183 I-90	Transferred to State Patrol Disp.	Matt Wogaman
006	RC	6-Feb	0905	I-90 171C WB - vehicle off the road - 5 calls total	Transferred to State Patrol Disp.	Kim Harvey
	RC	6-Feb	1030	Traffic backup on WB lanes of I-39/90 reaches north county line.	Continue plowing, sanding EB and WB	DPW
	RC	6-Feb	1030	Lt. Groelle issues winter driving alert press release.	Sent to all media via e-mail	Groelle
007	RC	6-Feb	1114	Caller says they ran off the road on I-90 EB near Racine St.	Transferred to State Patrol Disp.	Denise Wingerson
008	RC	6-Feb	1305	Caller stuck on ramp at I90/Hy 14 (said Milton Av too)	Transferred to State Patrol Disp.	Denise Wingerson
009	RC	6-Feb	1338	Caller advised of stranded motorist at MM 174 I90 in median	Transferred to State Patrol Disp.	Pam Crandall
010	RC	6-Feb	1354	Caller advised they are still stuck on I-90/ramp - need tow truck (1305 hrs)	Transferred to State Patrol Disp.	Denise Wingerson
011	RC	6-Feb	1354	2 cars in median - MM 176 I-90	Transferred to State Patrol Disp.	Kim Harvey
012	RC	6-Feb	1424	Caller said they are stuck on I-90 near Janesville exit ramp	Transferred to State Patrol Disp.	Kim Harvey
013	RC	6-Feb	1436	Caller said they are exit 171C & truck is stalled & everyone is stranded & can't move.	Transferred to State Patrol Disp.	Kim Harvey
014	RC	6-Feb	1436	Caller said she was on Hy 26 ramp not Hy 14 ramp (1305 hrs) said she is still stuck.	Transferred to State Patrol Disp.	Jillian Peterson
015	RC	6-Feb	1447	Caller said semi stuck at MM 163 I-90	Transferred to State Patrol Disp.	Jenna Winiarski
016	RC	6-Feb	1503	Caller said she has been on the ramp over an hour & everyone is stranded.	Transferred to State Patrol Disp.	Jillian Peterson
017	RC	6-Feb	1521	Caller said someone is stuck on ramp at MM 175 ramp	Transferred to State Patrol Disp.	Shelley Schmidt
018	RC	6-Feb	1531	Caller said they are stranded on I-90 been there over an hour. Stranded as far as he can see both sides.	Transferred to State Patrol Disp.	Justine Reckard
019	RC	6-Feb	1534	Caller said between MM 169-171 and they haven't moved in over an hour - wanted to make sure State knew.	Advised caller State was aware & to call back if still stuck after awhile.	Krystynn Reinart
020	RC	6-Feb	1552	Caller said she is stuck & wanted to know if she can abandoned car & walk off ramp.	Transferred to State Patrol Disp.	Jillian Peterson
	RC	6-Feb	1610	Lt. Groelle issues press release winter driving alert update.	Sent to all media via e-mail	Groelle
021	RC	6-Feb	1626	Caller said they have been stuck on I-90 for 2 hours.	Transferred to State Patrol Disp.	Stacie Foreman
022	RC	6-Feb	1627	Caller said they have been stuck on I-90 (Hy 51/73 exit) for 3 hours- is anyone working on it? Can we get off?	Transferred to State Patrol Disp.	Jenna Winiarski
	RC	6-Feb	1630	Traffic backup on WB lanes of I-39/90 reaches STH 26/USH 14.	Continue plowing, sanding EB only; plow trucks take other surface roads back to I-39/90 and STH 59 to make next round EB	DPW
023	RC	6-Feb	1638	Caller wanted to know how much longer on I-90? Can we be detoured?	Transferred to State Patrol Disp.	Jillian Peterson
024	RC	6-Feb	1643	Caller said his son has been stuck on I-90 for 4 hours-he needs to get off.	Transferred to State Patrol Disp.	Justine Reckard

025	RC	6-Feb	1645	Caller said he is blocking ramp to Newville.	Transferred to State Patrol Disp.	Jillian Peterson
026	RC	6-Feb	1651	Caller said he has been stranded for 2 hours-can someone plow the side of the road so people can get off?	Transferred to State Patrol Disp.	Jenna Winiarski
027	RC	6-Feb	1700 - 2359	Numerous calls about being stuck on I-90 -cars dying, etc. 209 cellular 911 calls. Received other calls on non-emergency & from family members calling 911 on landline. Unknown exactly how many calls related to I-90.	Transferred citizens who wanted to talk to someone at State Patrol Disp. Otherwise passed on information that we knew at that point.	Various 911 staff
030	RC	6-Feb	1720	State Patrol called Rock Co Dispatch to see if a gate on Newville could be opened so semis could get off I-90.	Referred to Rock County Highway	Eileen Krysiak
031	RC	6-Feb	1740	Dewey's wrecker called & said if Highway shop could plow ramps at I-90/Racine they could get some vehicles off.	Information passed on to Rock County Highway	Kathy Sucus
	RC	6-Feb	1750	JPD Sgt. Nikolaus calls Capt. Dan Davis expressing concern over situation on I-39/90. Nikolaus advised Davis traffic has been stranded for a couple of hours and can't get off because of stuck semis blocking most of the ramps. Nikolaus advises she has contact WSP Lt. Lauri Steeber. Nikolaus advises hotels are full and consideration should be given to opening shelters.	Sgt. Nikolaus directed to contact EM Connors reference shelters. Capt. Davis calls Deputy Chief Moore to advise of situation.	JPD Sgt. Nikolaus -- JPD Capt. Davis
032	RC	6-Feb	1751	Caller suggested that snowmobilers be contacted to help motorists.	Suggestion passed on to Lt. Groelle.	Kathy Sucus
033	RC	6-Feb	1759	Dane County 911 Rich McVicar calling about I-90 incident. They are setting up EOC-wanting to know how many plows out.	Info passed on to Kathy Sucus	Shelley Schmidt
034	RC	6-Feb	1802	JPD Sgt. Dewitt calls for Red Cross number to set up shelter for stranded motorists.	Number to Red Cross given to Sgt. Dewitt.	Kathy Sucus
035	RC	6-Feb	1805	Rock County EM contacted about Dane County EOC opening. Also advised that all Janesville hotels full & JPD working on shelters.	Contacted EM Shirley Connors. Connors to call Red Cross.	Kathy Sucus
	RC	6-Feb	1805	K. Sucus/911 Comm. advised Dane County EOC open due to the interstate traffic backup	Sucus notifies EM S. Connors	911/K. Sucus -- EM Connors
	RC	6-Feb	1806	Connors requests Red Cross assistance from Brenda Parker. Told no shelter will be opened due to liability of endangering volunteers.	Connors decides to call Janesville Salvation Army for shelter.	Connors
036	RC	6-Feb	1814	JPD wants Rock County EM to call.	Information given to EM Shirley Connors.	Kathy Sucus
	RC	6-Feb	1814	Connors calls JPD, Sgt. Nikolas, advised JPD wants shelter space due to all Janesville hotels being filled.	Connors continues to work on obtaining shelter space.	Connors -- JPD Sgt. Nikolas
	RC	6-Feb	1815	Connors calls Capt. Kirk Schuetz, Janesville Salvation Army, asking for him to open the shelter. He advises no cots or no showers but has food, blankets, and restrooms. Space for 100 people.	Connors advises she will pass shelter information onto Comm./Emergency Services.	Connors -- Capt. Schuetz
037	RC	6-Feb	1823	JPD has issue with citizens being stranded in Janesville, no place to stay. Also wants to know what State Patrol is doing about cars on highway. We have no information. JPD will call State.	JPD to call WSP supervisor - Lt. Lauri Steeber	Steve Dewitt - JPD
038	RC	6-Feb	1827	Rock County EM calls to say she is working on setting up shelter with Salvation Army.	Advised EM to get that information on the radio for citizens. Sent message to all dispatch consoles & law enforcement with information.	Kathy Sucus
	RC	6-Feb	1827	Connors calls Red Cross Parker asking for cots to be used at Salvation Army site. Parker agrees but states parking lot must be plowed so cots can be obtained.	Connors advises she will call Janesville for plow.	Connors -- Parker
039	RC	6-Feb	1830	Chief Deputy Tillman calling about setting up shelter-info passed on about JPD setting one up at Salvation Army. Beloit & Janesville schools closed tomorrow.	Tillman given EM's home number.	Kathy Sucus
040	RC	6-Feb	1831	Rock County Administrator Craig Knutson calling for Chief Deputy Tillman's number.	Knutson given Tillman's number	Shelley Schmidt
	RC	6-Feb	1831	Connors calls JPD asking for city snowplow to pick up Parker and plow lots at Red Cross and Salvation Army.	JPD agrees to set up snowplowing.	Connors
	RC	6-Feb	1832	Chief Deputy Tillman on the phone with County Administrator Knutson advising of the situation and the implementation of shelters. Knutson advises of potential contact for shelter at church in Emerald Grove.	Knutson requests to be kept advised.	Chief Deputy Tillman
	RC	6-Feb	1835	Connors calls Chief Deputy Tillman to advise on shelters/cots.	CD Tillman tells Connors to keep her advised.	Connors -- CD Tillman
	RC	6-Feb	1838	JPD Sgt. Nikolas calls Connors to advise snowplowing of Red Cross/Salvation Army lots has been arranged.	Connors advises she will notify Parker.	Connors -- JPD Sgt. Nikolas

	RC	6-Feb	1839	Connors calls Asst. Co. Administrator Boutwell to brief him on the situation related to the weather.	Boutwell advises he will call Co. Public Works Director Ben Coopman.	Connors -- Boutwell
	RC	6-Feb	1846	CD Tillman, Sheriff Spoden contacting Rock Co. School Superintendents requesting school closures for 02/07/08. Also, requesting that school closures be posted evening of 02/06/08.	All Superintendents in Rock Co. agree to the request. Info passed on to EM Connors and 911	Sheriff Spoden -- CD Tillman -- Rock Co. School Superintendents
	RC	6-Feb	1854	EM Connors speaks with JPD Sgt. Nikolas who advises semi trucks have a location for parking on Hwy. 26 and Bell St. (new Menard's parking lot)	Connors indicates she will pass message on to 911 and CD Tillman	Connors -- Sgt. Nikolas -- CD Tillman
	RC	6-Feb	1900	Snow falling, wind blowing.	Plow trucks catch I-39/90 ramps as time permits.	DPW
	RC	6-Feb	1900	EM Connors calls Dane Co. EOC Dave Bursack to advise of Rock Co. shelter availability and space for semi parking.	Bursack indicates he will pass on info to Dane Co. personnel.	Connors -- Bursack
041	RC	6-Feb	1901	State Patrol wants ramps at E Racine plowed.	Rock County Highway contacted, said they are out there-but have to wait for Dewey's to get the vehicles moved.	Shelley Schmidt
042	RC	6-Feb	1904	Rock County EM saying Salvation Army can take 100 people & she is getting cots from Red Cross. Semis can park on Bell St. by new Menards.	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukus
	RC	6-Feb	1911	Boutwell calls EM Connors to advise that Coopman has four plows assigned to the interstate and they are working on the on-off ramps. More plows will be in at 3 a.m.	Connors logs information for briefing to CD Tillman.	Boutwell -- Connors -- Coopman
	RC	6-Feb	1915	EM Connors calls Edgerton Salvation Army Outreach Sarah Shieldt seeking shelter site in Edgerton area.	Shieldt working on possible location for shelter	Connors -- Shieldt
	RC	6-Feb	1923	EM Connors briefs CD Tillman of request for shelter in Edgerton area.	CD Tillman tells Connors to keep her advised.	Connors -- Tillman
043	RC	6-Feb	1926	Rock County EM contacted because we are now receiving calls of stranded motorists in Edgerton area & Comfort Inn is full.	EM Shirley Connors working on shelter in Edgerton area.	Kathy Sukus
	RC	6-Feb	1930	EM Connors receives call from Shieldt advising possible shelter space at Comfort Inn in Newville. Large conference room for 30-40 people. Contact person Val Willcott, manager.	Connors advises she will call Willcott to set up shelter.	Connors -- Shieldt
	RC	6-Feb	1933	EM Connors briefs Dane Co. EM Krusiec regarding Rock Co. shelters, plowing.	Connors agrees to keep in contact with Krusiec	Connors -- Krusiec
	RC	6-Feb	1935	CD Tillman calls EM Connors to advise that the RCO airboat may be utilized to travel on the snow to execute rescue efforts. Also, advises that she spoke with WPS Lt. Lauri Steeber who reports efforts are underway to clear interstate traffic blockage but "it is a slow process." Discussion about possible availability of shelter space in an Edgerton school.	Connors advises she will log the info and wait for further contact from CD Tillman	Connors -- Tillman
	RC	6-Feb	1935	Lt. Groelle contacts WSP Lt. Lauri Steeber to determine what assistance WSP needs on I-39/90.	Lt. Steeber advises they are working to remove traffic snarls; no specific assistance requested	Lt. Groelle -- Lt. Lauri Steeber
044	RC	6-Feb	1937	Rock County EM calls to say snowmobilers are going to be sent out to check on motorists & bring water.	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukus
	RC		1939	JPD Sgt. Nikolaus calls Capt. Davis requesting that he report to JPD to provide assistance due to her concerns about the I-39/90 situation.	Capt. Davis agrees to report in.	JPD Sgt. Nikolaus -- JPD Capt. Davis
	RC		1943	EM Connors receives call from Brenda Parker, Red Cross, advising cots are now being loaded to go to Salvation Army.	Connors logs information for briefing to CD Tillman.	Connors -- Parker
045	RC	6-Feb	1950	Rock County EM advises shelter at Comfort Inn set up in their conference room for about 30 people.	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukus
	RC	6-Feb	1950	EM Connors calls Pat O'Connor, WEM, to brief on Rock Co.'s activities.	O'Connor advises he will pass info on to Dane Co. personnel	Connors - O'Connor
046	RC	6-Feb	1952	Anchor Inn calls to say they can open up and hold up to 100 people.	Information passed on to Rock County EM Shirley Connors	Kathy Sukus
	RC	6-Feb	1955	EM Connors speaks with JPD regarding cots being delivered to Salvation Army.	Message will be passed on and Connors logs.	Connors -- JPD

	RC	6-Feb	2000	Traffic backup on WB lanes of I-39/90 reaches STH 11/Avalon Road.	Continue plowing, sanding EB only plow trucks take other surface roads back to I-39/90 and either STH 26 or STH 59 to make next round EB (2 trucks/routes impacted).	DPW
	RC	6-Feb	2015	Capt. Davis arrives at JPD and meets with Sgts. Nikolaus and DeWitt. He is advised that WSP Lt. Lauri Steeber has no troopers available because of the situation in Dane County. Sgt. DeWitt reports that a WSP Sgt. told him they would not open alternate routes and there was no plan on how to deal with the I-39/90 situation in Rock County. JPD Sgts. reports that 911 Center advised they were getting, "thousands" of calls from stranded motorists or family members of stranded motorists asking how the situation was going to be rectified. 911 Center reported they tried to contact State Patrol but were getting shipped to voicemail without speaking to anyone.	Capt. Davis directs Sgt. Nikolaus to call WSP Lt. Lauri Steeber to let her know how JPD would be helping motorists in Janesville area on I-39/90.	JPD Sgt. Nikolaus -- JPD Capt. Davis -- Sgt. DeWitt
	RC	6-Feb	2040	EM Connors calls CD Tillman to update. Tillman advises Mike Dickhoff from DNR will activate 12 snowmobiles/ATVs to respond to the interstate area. RCO Sgt. Lund will be assigned to assist DNR in this effort. Dispatch reports receiving fewer calls from citizens needing assistance.	Connors logs information.	Connors -- Tillman -- Dickhoff -- Lund
	RC	6-Feb	2044	EM Connors calls Anchor Inn Tavern regarding availability of shelter space.	Advised shelter available for 200 people, food, hot beverages, restrooms. Connors will pass info on to 911.	Connors
	RC	6-Feb	2048	EM Connors contacts Phil Boutwell to brief on the situation.	Connors logs contact.	Connors
	RC	6-Feb	2055	EM Connors contacts Craig Knutson to brief on the situation.	Knutson requests to be kept advised.	Connors -- Knutson
047	RC	6-Feb	2104	Dane County EM contacts Rock 911 to say they have set up command post at Coachman's Inn. Snowmobilers are out & they have between 600-1000 vehicles stranded. They will be on MARC channel if needed or call direct.	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukus
	RC	6-Feb	2108	EM Connors receives call from EM Krusiec regarding Dane Co. having snowmobilers go out with blankets, food, and water for stranded I-90 motorists.	Connors advises she will pass information along to Rock Co. emergency personnel	Connors -- Krusiec
048	RC	6-Feb	2110	RC Sgt. Lund enroute to Coachman's Inn to assist with snowmobilers.	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukus
	RC	6-Feb	2121	EM Connors receives call from JPD Sgt. Nikolas advising WSP does not want private snowmobile clubs on the interstate to help stranded motorists. Nikolas advises JPD had put considerable time into securing the services of the private snowmobile club volunteers.	Connors advises she will tell CD Tillman.	Connors -- JPD Sgt. Nikolas
	RC	6-Feb	2129	Capt. Davis receives phone call from Randy Pickering at Dane EOC asking what JPD efforts were so we didn't duplicate work or inadvertently overlook any areas or motorists. During this phone conversation, Sgt. Nikolaus enters and advises that Lt. Lauri Steeber "made it perfectly clear" that she wanted no civilian vehicles on the interstate and that the State Patrol had it under control and were handling the situation.	JPD contacted civilian snowmobilers and the officers they had lined up to ride along on the snowmobiles and released them from their pending duties based on Lt. Steeber's directions.	Capt. Davis -- Sgt. Nikolaus -- Sgt. DeWitt -- Randy Pickering - - Lt. Lauri Steeber
	RC	6-Feb	2130	EM Connors receives a call from EM Krusiec advising that a conference call was being set up between Dane and Rock Sheriff's and Dane EOC.	Connors logs information.	Connors -- Krusiec
049	RC	6-Feb	2131	Dane County EM Dave Burseck calling for bus company in Edgerton	Number to Burns Brothers bus company	Shelley Schmidt

	RC	6-Feb	2131	First conference call set up by Randy Pickering at Dane EOC. Advised that WSP Capt. Lee McMinema was handling the press and that Lt. Lauri Steeber was the incident commander. Advised field command post at Coachman's Inn using MARC 1 repeater. Discussion about snowmobiles being operated by emergency services personnel only. Discussion about signage warning motorists. Discussion about alternate route. WSP advises no alternate route at this time. WSP advises they will "stay the course." WSP asked what additional help they needed. Lt. Lauri Steeber advises volume of phone calls is significant. WEM EOC indicates they can route phone calls to assist WSP.	CD Tillman requests that Dane Co. Sheriff Mahoney call Sheriff Spoden at his residence. Next conference call scheduled for 10:30 P.M.	CD Tillman -- Conference group
	RC	6-Feb	2132	EM Connors receives call from Janesville Salvation Army requesting signage directing motorists to Salvation Army.	Connors indicates she has been requesting signage from WSP but was not available per WSP.	Connors
	RC	6-Feb	2134	Brenda Parker calls to say cots are in place at the Salvation Army.	Connors logs information	Parker -- Connors
050	RC	6-Feb	2135	Dane County Sheriff Mahoney looking for clarification on Sheriff Spoden's home number.	Correct number given to Sheriff Mahoney.	Kathy Sukes
	RC	6-Feb	2136	Sheriff Spoden is contacted by Dane County Sheriff Mahoney.	Rock County Sheriff Deputies will coordinate with Dane County Sheriff Deputies for rescue relief on I-39/90	Sheriff Spoden -- Sheriff Mahoney
	RC	6-Feb	2137	EM Connors calls WEM to advise Rock shelter information will be passed on to our local media.	Connors passes on information	Connors
	RC	6-Feb	2145	EM Connors advises Comfort Inn and Salvation Army that WEM will be putting out shelter information to the Madison media market.	Connors passes on information	Connors
	RC	6-Feb	2151	EM Connors contacts JPD Sgt. Nikolas to inform about media announcement on shelters.	Connors passes on information	Connors
051	RC	6-Feb	2159	Calling Dane County EOC - heard MARC channel advise Anchor Inn is being set up as the "south" command post.	Message passed on to all dispatch consoles/law enforcement.	Shelley Schmidt
	RC	6-Feb	2200	CD Tillman calls in off-duty Lt. Todd Christiansen to assume command for Lt. Groelle who has been reassigned to field command at the Anchor Inn.	Lt. Christiansen reports for duty	CD Tillman -- Lt. Christiansen
	RC	6-Feb	2205	EM Connors learns via television Governor Doyle has declared a state of emergency in Dane and Rock Counties due to conditions on the interstate. National Guard is being deployed.	Connors calls CD Tillman to advise of television declaration.	Connors
	RC	6-Feb	2209	CD Tillman contacts Lt. Groelle to direct all 2nd shift deputies be held over until 3 a.m. to assist with problems on the interstate. Tillman advises Groelle he will be a field commander at the Anchor Inn in Newville. Four snowmobile teams will be assigned to Lt. Groelle.	Groelle contacts patrol Sgt. to hold over 2nd shift deputies.	CD Tillman -- Lt. Groelle
	RC	6-Feb	2212	CD Tillman calls EM Connors to advise of a conference call at 10:30 p.m.	Connors indicates she will participate in the call.	CD Tillman -- Connors
	RC	6-Feb	2213	EM Connors calls 911/Kathy Sukes to advise of conference call at 10:30 p.m.	Sukes indicates she will participate in the call.	Connors -- Sukes
	RC		2218	State Patrol contacts night super. - Neil Pierce requesting more plowing of exit ramps in Rock County.	Trucks plow ramps at STH 26 and USH 14 against traffic.	DPW
052	RC	6-Feb	2230	Lt. Groelle enroute at Anchor Inn command post. They will have 2 teams of 4 snowmobiles out. Rock S.O. will be trying to clear I-43 & I-90 south of Hy 26 now.	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukes
	RC	6-Feb	2233	Neil Pierce contacts State Patrol dispatch notifying them all ramps at STH 26 and USH 14 have been plowed.	Semi trucks are free to exit I-39/90; none observed doing so.	DPW
053	RC	6-Feb	2236	Chief Deputy Tillman advises there is a conference call being set up with Dane County EOC, State Patrol & Rock County	Message passed on to Kathy Sukes	Shelley Schmidt
054	RC	6-Feb	2245	Conference call - Movement NB on I-90 slow, SB not open in Dane County. NB backed up to about CTY TK M, SB moving from Rock River Bridge in Rock County	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukes

	RC	6-Feb	2247	Conference call notes - estimate 15 miles of backup on the interstate. A lot of semi trucks bumper-to-bumper. National Guard available to provide blankets and water. Gasoline is the only thing needed so far. Question raised 'Is signage in place?' No signage in place per Lt. Lauri Steeber. No alternate route being advised per Lt. Lauri Steeber. Must determine where interstate is completely blocked. Lt. Groelle advises EB (south) I-39/90 moving at MM 163 Newville Bridge-no issues. Lt. Groelle sending snowmobile teams WB (north) and EB (south) I-39/90 to identify problem areas. Lt. Groelle advises there are private snowmobile clubs with at least 20 sleds who have been working on the interstate since 1700 hrs. assisting motorists.	Next conference call scheduled for 11:30 p.m.	Conference group
	RC	6-Feb	2248	EM Connors speaks to Salvation Army staff who advise 10 people are at the shelter.	EM Connors passes information on to CD Tillman	Connors
	RC	6-Feb	2314	EM Connors receives call saying Edgerton Hospital has beds available. Edgerton Hospital expresses concern about stranded elderly.	Connors passes information on to CD Tillman	Connors
055	RC	6-Feb	2317	Chief Deputy Tillman called to say she is enroute to S.O. with Sheriff Spoden	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukes
056	RC	6-Feb	2330	Conference call - NB moving, SB no movement in Dane County, NB backed up to HY 11 bypass, SB moving at good rate in Rock County	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukes
	RC	6-Feb	2330	Conference call notes - Marty Lamers advises problem is people are sleeping in their vehicles. Snowmobilers are going to each vehicle to try to wake people up. Army Air National Guard Blackhawk helicopter is flying overhead. Indicates traffic stopped EB MM 152 to 167. WB is barely moving. Issue is 2 semi trucks are stuck and not moving. Traffic count 552 semi trucks, and 295 civilian vehicles. Helicopter is flying over interstate to Illinois border. Illinois toll signs now stating blockage on I-39/90 traffic slow. WSP Lt. Lauri Steeber reports she wants to make sure each vehicle is checked and OK. Especially vehicles north of WB Hwy. 59. Steeber reports interstate very slippery, difficult for DPW trucks to get on interstate with so much traffic out there. Suggestion by National Guard to reroute traffic over to Highway 43 towards Walworth County. Discussion about uncertainty of road conditions in Walworth Co. Sheriff Spoden advises he will need to contact Walworth Co. Sheriff to determine resources before any traffic could be routed to Walworth Co. Lt. Groelle indicates gas cans are needed for gas for stranded motorists.	Next conference call scheduled for 12:30 a.m. EM Connors working on locating gas cans.	Conference group
057	RC	7-Feb	0000-1400	Received several cellular 911 calls - 104 not all necessarily due to I-90	Transferred about 15 calls to State Patrol	Various 911 staff
	RC	7-Feb	0010	CD Tillman called Undersheriff Kurt Picknell, Walworth Co. to advise him that consideration was being given to possibly rerouting traffic off I-39/90 to Highway 43.	Picknell advised he would contact Sheriff Graves and they would determine what their resources would be to handle this potential traffic. Picknell was advised of a conference call at 12:30 a.m. and asked to participate.	CD Tillman - Undersheriff Picknell
	RC	7-Feb	0013	Gas cans available from Janesville DPW, Beloit Wal-Mart, TA Travel Express.	Information passed on to Sgt. Marquardt for pick up.	Connors -- CD Tillman -- Sgt. Marquardt
	RC	7-Feb	0015	JPD Capt. Davis receives call from RCSO Lt. Christiansen advising of conference call at 0030. Due to the fact that there is a discussion about rerouting traffic off the interstate and into Janesville.	Capt. Davis joins conference call.	Capt. Davis -- Lt. Christiansen
058	RC	7-Feb	0050	Conference call - NB temporary blocking MM 156, SB moving along in Dane County. NB no movement, SB moving steady about 15-20 mph in Rock County	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukes

	RC	7-Feb	0053	Conference call notes - Blackhawk helicopter on ground for refueling. Lt. Lauri Steeber requests that Blackhawk return to the air to update on interstate traffic status. Marty Lamers advises near the Coachman traffic is flowing in both east and westbound directions on I-39/90. Lt. Groelle reports I-39/90 traffic at standstill EB, WB MM 177. WEM Larry Reed advises traffic on Hwy. 26 is passable. Hwy. 43 is icy. Lt. Lauri Steeber advises cars are moving not necessary to check each vehicle. Rock Co. DPW has four plows on interstate and Dane Co. has four plows on the interstate. Discussion between Sheriffs Spoden, Mahoney, and Graves regarding consideration of rerouting traffic off the interstate. Concerns expressed about sending motorists off into less traveled icy hazardous conditions. WSP Lt. Lauri Steeber advises "stay the course" until next conference call. Capt. Davis expresses concern about traffic not moving in Janesville on I-39/90. Lamers reports staging 500 MREs and 3400 bottles of water, National Guard has 15 Humvees on site at Coachman's Inn command post.	Next conference call scheduled for 1:30 a.m.	Conference group
	RC	7-Feb	Cont. 0055	Dane Co. advises they are rerouting calls back to State Patrol Dispatch. Lt. Lauri Steeber indicates she doesn't realize calls had been rerouted previously. Lt. Lauri Steeber indicates she is waiting flyover from Blackhawk helicopter for update on I-39/90 traffic flow.	See above	See above
	RC	7-Feb	0100	Shirley Connors of Emergency Management calls requesting gasoline and cans for stranded vehicles.	Only oil/gas mix and a few cans available at DPW; Shirley tries elsewhere.	DPW
059	RC	7-Feb	0120	Conference call - NB & SB everything moving in Dane County. NB free-flowing in Edgerton area-still at a standstill for HY 11, SB free flowing in Rock County.	Message passed on to all dispatch consoles/law enforcement.	Kathy Sukus
	RC		0215	Capt. Davis travels up onto the interstate where WB traffic was at a complete stop.	Continues to monitor situation on interstate	Capt. Davis
060	RC	7-Feb	0230	Conference call - NB very slow & backed up around curve by Janesville, SB traffic moving well 15-20mph in Rock County	Message passed on to all dispatch consoles/law enforcement.	Shelley Schmidt
	RC	7-Feb	0230	Conference call notes - Half pallet of water left. Fuel problems covered. National Guard working on securing 3 more pallets of water. Question raised about how long some motorists had been stranded on I-39/90. Group indicates they are hearing 2 1/2 to 3 hours and previously possibly 8 hours. Capt. Davis indicates DPW has been sitting on interstate for hours slowly moving trying to get areas cleared out. Capt. Davis states he believes the same people have been stuck on the interstate for several hours. Lamers again expresses that drivers are stopped napping and it is hampering efforts to get the traffic flowing. Discussion again from National Guard suggesting rerouting of traffic. Lt. Lauri Steeber advises she wants to wait for another report from the Blackhawk helicopter flyover. Lt. Lauri Steeber advises the strike force from WSP Waukesha/Wausau had been mobilized and Dane Co. has DPW out in full force. Lt. Lauri Steeber indicates we will "stay the course".	Next conference call scheduled for 3:30 a.m.	Conference group
	RC	7-Feb	0230	CD Tillman contacts off-duty Lt. Russ Steeber to report in to take over for Lt. Groelle	Lt. Russ Steeber reports for duty.	CD Tillman -- Lt. Russ Steeber
	RC	7-Feb	0230	JPD Sgt. Aagaard advises Capt. Davis that DNR snowmobiles are on the interstate in Janesville making contact with motorists.	Traffic was slowing starting to move in the WB lanes.	Capt. Davis -- Sgt. Aagaard
	RC	7-Feb	0300	EM Connors called CD Tillman to advise she would be going off-duty.	Message passed along to Rock Co. Emergency Services.	Connors -- CD Tillman
	RC	7-Feb	0303	EM Connors called Dane Co. EM Krusiec to advise going off-duty.	Message passed along to Dane Co. Emergency Services	Connors -- Krusiec
	RC	7-Feb	0310	EM Connors called WEM EOC to advise she was going off-duty.	Message passed along.	Connors -- WEM EOC
	RC	7-Feb	0321	Lt. Russ Steeber issues press release winter driving alert update	Sent to all media via e-mail	Lt. Russ Steeber
061	RC	7-Feb	0345	Conference call - still some back up in Dane County & slow but steady in Rock County.	Message passed on to all dispatch consoles/law enforcement.	Darcy Siefert
062	RC	7-Feb	0515	Conference call - significant movement on I-90 NB standstill at HY 26/I-90 due to semi drivers sleeping.	Message passed on to all dispatch consoles/law enforcement.	Darcy Siefert

063	RC	7-Feb	0630	Conference call - no significant changes	Message passed on to all dispatch consoles/law enforcement.	Darcy Siefert
064	RC	7-Feb	0930	Conference call - I-90 moving on/off about 30 mph - press conference at 11am	Message passed on to all dispatch consoles/law enforcement.	Michele McMahon
065	RC	7-Feb	0930	Traffic backup on WB lanes of I-39/90 reaches CTH S.	Continue plowing, sanding EB only; plow trucks take other surface roads back to I-39/90 and either STH 26 or STH 59 to make next round EB (2 trucks/routes impacted).	DPW
	RC	7-Feb	1300	Lt. Russ Steeber issues press release winter driving alert update	Sent to all media via e-mail	Lt. Russ Steeber
066	RC	7-Feb	1530	Last plow trucks come off I-39/90	Plow drivers go home.	DPW
067	RC	7-Feb	1531	133 tons of salt used today on I-39/90	None	DPW
068	RC	7-Feb	1531	589 tons of salt and 1289 gallons of salt brine were used during the storm on all state roads including I-39/90.	Wis. DOT storm report filed.	DPW

Appendix 3-1
Wisconsin Department of Military Affairs
Division of Emergency Management

After Action Review

February 12, 2008

Coordination and Communication among multiple agencies and jurisdictions in responding to the situation

Issue	Discussions	Recommendations
Who has jurisdiction for the event? Is it county/local or State Patrol event?	<p>Coordination and communication concerns. Public safety on the interstate is a shared responsibility. Does State Patrol have the capabilities to handle a situation this large? Should there be a written document between DOT and the counties that clarifies the responsibilities. If there are no injuries, how are basic human needs addressed? The counties have been contracted by the state for the maintenance of the highways.</p> <p>Counties and local jurisdictions will provide emergency response to the extent their capabilities allow. However, without this clarification of jurisdiction, the possibility exists for differing response strategies.</p>	The state needs clarification from a legal perspective “who” has responsibilities for “what” on the freeway.
Was Unified Command initiated early enough? Who was in charge of the incident?	Later in the event the county and state patrol each established Incident Command. However, Unified Command was not established.	Unified Command should be established for events of this nature

<p>Situational Awareness – when did it become a disaster?</p> <p>Timely and relevant information to gain situational awareness.</p>	<p>Information was coming to the EOC from the media, to Lori Getter (PIO), to the EOC. The SEOC was in contact with District 1 through the SEOC Liaison. Dane County was referring non-emergency 911 calls to State Patrol District 1.</p> <p>WEM did not get information from the dispatch centers. We did not have a message from the STOC indicating the traffic was stopped @ Mile Marker 156.</p> <p>A WEM staff representative is normally deployed to the field. WEM staff should be deployed to the field as soon as is feasible. We received the majority of our details from individuals who were in the situation.</p>	<p>Develop trigger points</p> <p>Public information staffed in the EOC</p> <p>Monitor the radio traffic & emails in the state patrol district offices. Possibly use the red phones as a back-up contact if we are unable to contact State Patrol.</p> <p>Clarify the role of the state traffic operation center.</p> <p>A WEM staff representative should be deployed to the event as soon as feasible.</p>
Duty Officer Contact Information	Although Duty Officer contact lists are updated regularly, contact information in the EOC was not always accurate.	Analyze our contact list update procedure.
Develop a plan for snow emergencies	Consideration for an ESF1 attachment.	Add an annex to our plans with procedures and resources for snow situations which incorporate agreed upon trigger points amongst the agencies.
Accurate and timely assessment of the severity of the situation		
Issue	Discussions	Recommendations
We didn't get enough information early on to make an assessment	<p>More information as to current delays and potential problems.</p> <p>This was a traffic incident that escalated and the severity of the event appears to have been interpreted differently by different agencies.</p>	<p>Establishing trigger points to analyze situation.</p> <p>We somehow need to decide what constitutes an emergency in context with other state agencies.</p>
Coordination with the Governor's Office	Policy and decision-making should take place between the Governor's Office and WEM Management/Senior D.O. or the Officer-in-Charge.	Include this policy in the snow emergency plan.

EOC Staffing	Was it adequate? Did everyone know their role, along with the roles of everyone else? Train staff on equipment operations.	Make sure we have adequate written procedures and conduct training. Based on trigger points consider adequate staffing and resources.
Effective and timely communication of the situation to the public		
Issue	Discussions	Recommendations
Media information	Escalation of the public awareness of situation.	Review the emergency media plan and the joint information system. Establish a public information officer in the EOC. Add PIO resources to the state.
Information to stranded motorists	<p>Emergency Alert System notifies the entire state. How can we isolate the areas for the broadcast?</p> <p>Investigate how we are going to get Mystateusa to mature and have the capabilities to utilize the system. Cell phone companies need to embrace the technology.</p>	<p>Acquire the technology to allow us to get our emergency messages out to the public. Encourage local jurisdictions to target local radio stations to assist the public with up-to-date situation awareness.</p> <p>Leverage the existing DOT Travel/Construction Advisory Radio.</p> <p>Procure a Reverse 911 system that includes the Mystateusa capability of cell bursting.</p>

Appendix 3-2
Wisconsin Department of Military Affairs
Wisconsin National Guard
After Action Review Recommendations
February 12, 2008

Knowledge Management/Information Management

Issue: Monitoring of external news agencies and dispatch centers. The incident showed that there may be periods of out dated or inaccurate reporting from other levels of government or agencies. During this event there was no law enforcement dispatch center information available to consider in planning or response.

Discussion: The Wisconsin National Guard Joint Operations Center does in fact monitor television networks 24/7 and a variety of websites and daily information bulletins, including National Weather Service. However law enforcement dispatch is not currently monitored by the JOC.

Recommendation: When severe weather is indicated or present, in the absence of current or timely reporting from other levels of government or agencies, it would be prudent to have personnel manning the Wisconsin National Guard Joint Operations Center (JOC) more aggressively monitor local news channels and websites for early indications of events developing across the state. Additionally a method for monitoring law enforcement dispatch centers would be a valuable tool for situational awareness. This would be done through the Wisconsin State Patrol presence in the State EOC during operational periods of the EOC. All other times close coordination with the STOC will provide routine situation awareness for traffic issues.

Logistic/Supply/Support Capabilities

Issue: Some key logistical support items are available from the Wisconsin National Guard (Army and Air) and are stored at a variety of locations. Not all items that potentially could be requested are on hand.

Discussion: The Wisconsin Air National Guard has major facilities at three locations (Madison, Milwaukee and Volk Field (Camp Douglas), the Wisconsin Army National Guard has armory facilities at 67 locations throughout the state. Major facilities have some amounts of prepackaged food available as well as other small supply items. All armory locations will have a number of cots, blankets and like type items on hand, with amounts differing in each location.

Recommendation: All WING facilities continue to be considered available as emergency locations for public shelter. In some instances WING can be called upon as a provider of prepackaged food and bottled water. A review of WING protocols needs to be considered for possible policy adjustments and warehousing locations that might better support emergency response capabilities around the state. WING planners must begin coordination with non- governmental support agencies such as the Red Cross and Salvation Army at the earliest stages of an incident. This will ensure resources and

capabilities are brought to bear at the right place and time should WING assets become a delivery mechanism.

Vehicle Capabilities

Issue: The Wisconsin National Guard has a wide variety of vehicles, many of which have dual military-civilian use capabilities. Not all vehicles have effective snow traversing capabilities.

Discussion: Military trucks (including the High Mobility Multipurpose Wheeled Vehicle – HMMWV) have limited snow driving capabilities. There are no snowmobiles in the Wisconsin National Guard inventory but there are a limited number of All Terrain Vehicles (ATVs) located in Madison, Milwaukee and at Volk Field.

Recommendation: The Wisconsin Army National Guard will acquire additional snow chains (this process is already underway) to make the truck and HMMWV fleet more capable in snow conditions. A review of ATV capabilities will be conducted to see which units can be deployed to potentially assist law enforcement, how quickly they can be deployed and if they must operate under any operational constraints.

Aviation Capabilities

Issue: The Wisconsin Army National Guard has the only rotary wing (helicopter) assets readily available to support law enforcement. There are no helicopters possessed by any law enforcement agency in the state. The WSP and DNR do have fixed wing aircraft. US Coast Guard helicopters have also supported and continue to provide support when called upon (no USCG helicopters are based in WI).

Discussion: During the storm response, Wisconsin Army National Guard UH-60 Blackhawk helicopters were utilized for this incident in order to provide an accurate assessment of the depth and dimension of the affected area. They were not used to transport supplies but they do have this capability. The Wisconsin Air National Guard RC-26 (when available) has a significant capability to provide imagery of an affected location, greatly aiding in planning and response efforts.

Recommendation: Wisconsin National Guard aviation resources continue to be utilized in the most effective manner possible to support emergency management efforts in those situations where public safety, life and limb circumstances potentially exist. In addition, the Wisconsin National Guard will continue to work with the first responder and emergency management community to inform these agencies on proper utilization of these resources and their capabilities as well as limitations.

Incident Command, Command and Control, Unity of Effort

Issue: Incident Command was not clearly communicated to all responding agencies. There was no identifiable incident commander during the early or mid stages of the incident with whom all agencies should coordinate.

Discussion: Several positive suggestions were made by the Wisconsin National Guard senior officers working from the JOC to other state and county agencies. For a variety of reasons these seemingly good ideas were not acted upon or they were ignored. There was neither clarity on who had the authority to use the Emergency Alert System nor agreement if it should even be utilized. A strong suggestion was made to issue “stop movement” or to close the highway which was not concurred with.

Recommendation: An incident commander should be identified as early as possible and an incident command structure established. Senior agency representatives should review key recommendations and decisions during any incident. However lessons learned from every event should be analyzed for the future as viable courses of action, and should be used as template responses.

Preparedness and Response Training

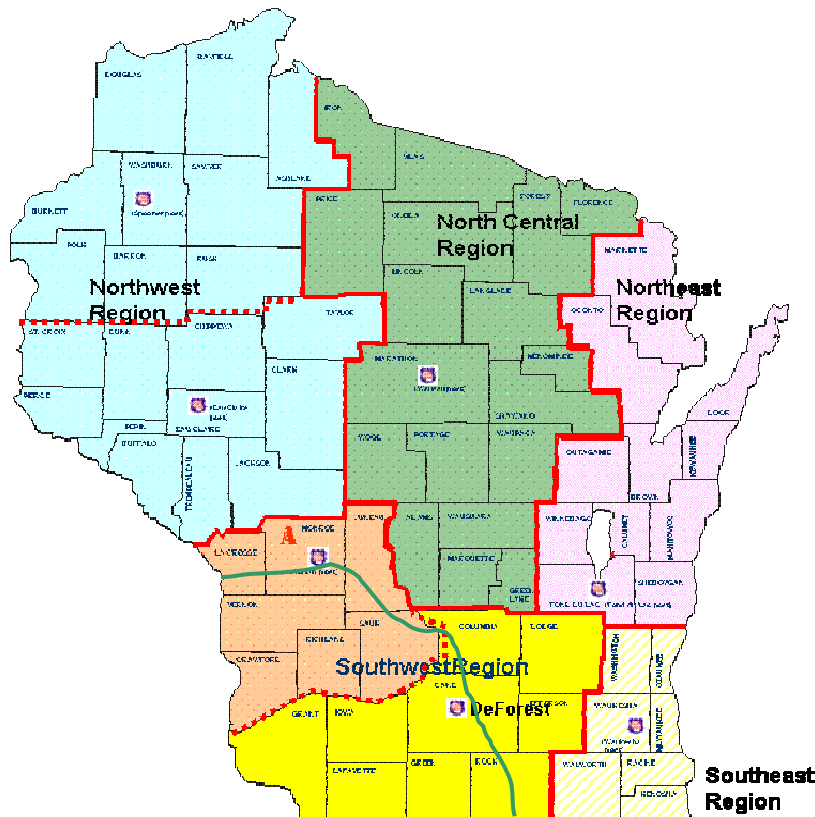
Issue: At times during the incident there was not a clear understanding by some agencies with whom Wisconsin National Guard was coordinating, as to who was in charge when, and what the scope of their authority was. In addition there is evidence that there is a need for additional training on operations center operations for emergency management to be as effective as possible. Review of effective leadership methods for senior leaders in an operations center must also be assessed and validated as a routine part of training events.

Discussion: There are a variety of individual courses offered for military, first responder and emergency management personnel. In addition, Wisconsin Emergency Management conducts or supports several exercises per year at the state and county level. The Wisconsin National Guard also conducts at least one major exercise annually with smaller table top or staff exercises quarterly.

Recommendation: Expand WING training events to our interagency partners, emphasizing lessons learned from previous response operations. One key focus of change should be WEM conducting an annual training event which would exercise the State EOC with all agency partners present.

Appendix 3-3
Wisconsin Department of Transportation
Wisconsin State Patrol
After Action Review
February 13, 2008

The State Patrol Southwest Region is comprised of the Deforest and Tomah Posts. The Deforest Post consists of nine counties: Columbia, Dane, Dodge, Grant, Green, Iowa, Jefferson, Lafayette and Rock. The Deforest Post headquarters is located in Dane County. The interstate corridor is patrolled by troopers and inspectors 24 hours per day. The normal shift times for the assignment of personnel are 7:00 a.m. to 3:00 p.m., 3:00 p.m. to 11:00 p.m. and 11:00 p.m. to 7:00 a.m.



STAFFING LEVELS: Command staff assignments for the Deforest Post consists of 1 captain, who serves as the Southwest Region commander; 1 lieutenant who serves as the Deforest Post executive officer; 7 sergeants who serve as first line supervisors to troopers; 2 sergeants who serve as first line supervisors to motor carrier inspectors and 1 civilian communications supervisor who serves as the first line supervisor to communication operators. Post assignments also include 67 troopers, 23 motor carrier inspectors, 10 civilian communications operators and 3 civilian office associates to support day-to-day operations. (101 sworn, 14 non-sworn = 115 total staff)

DEFOREST POST STAFF SCHEDULE – FEBRUARY 6, 2008: One duty sergeant was scheduled for the day shift (7:00 a.m. to 3:00 p.m.) and one duty sergeant was scheduled for the afternoon shift (3:00 p.m. to 11:00 p.m.). Throughout the Deforest Post, 23 troopers were scheduled for the day shift and 17 troopers were scheduled for

the afternoon shift (3:00 p.m. to 11:00 p.m.); 11 motor carrier inspectors were scheduled for the day shift; 2 communications operators were scheduled for the day shift and 2 communication operators were scheduled for the afternoon shift.

PRE-PLANS: The Deforest Post has published plans for the alternate routing of Interstate 39/90 traffic onto various state and local roadways located throughout the Region and Post. The alternate route plans are maintained in printed and electronic formats in the communications center of each State Patrol post as well as being distributed to field personnel electronically. The electronic version distributed to field personnel is stored on in-car computers that each trooper and motor carrier inspector is assigned.

The Deforest Post executive officer discussed with a field sergeant a contingency plan for the anticipated February 6, 2008, weather event. It was decided that standard operational protocols would be implemented within the Southwest Region - Deforest Post subject to change based upon occurring events.

DEFOREST POST COMMUNICATIONS CENTER TELEPHONES: The Deforest Post has a number of incoming trunk telephone lines. These lines are electronically distributed to extensions throughout the Deforest Post headquarters building. In the communications center, there are 4 telephone instruments. They are capable of accessing 3 transferred trunk telephone lines, 4 direct lines, 3 microwave lines, forwarded lines from WEM and the DNR and a satellite telephone line. There are three telephone instruments containing direct call lines to the Rock and Dane County communications centers. (There are additional telephone instruments dedicated to the NWS, NAWAS and nuclear facilities.)

Communications center operators perform in a multi-task environment. Their attention is divided between radio communication operations and attending to incoming telephone calls from a variety of sources within the communications center. A maximum of 4 positions are available for use of incoming/outgoing telephone calls in the communications center at the Deforest Post.

During normal business hours there are other telephone instruments located throughout the building available for office staff and others to answer and make calls on the general incoming trunk lines. However, the ability to transfer emergency and/or dispatch related calls to the communications center is limited due to the number of telephone instruments and personnel in the communications center.

9-1-1 CALLS: Cellular 9-1-1 calls are received on a cellular tower closest to the origination of the call. The call is relayed electronically to the county Public Safety Answering Point (PSAP) in which the tower is located. Cellular 9-1-1 calls originating from motorists on IH-39/90 in Rock and Dane counties are answered by the Rock and Dane County PSAP's.

Standard protocol includes the initial screening of incoming calls by personnel at the PSAP, if the call is identified as an event occurring on the Interstate system (Rock and Dane counties specifically) involving motor vehicles, the call is then transferred to the State Patrol Deforest Post communications center.

The State Patrol Deforest Post communications center does not receive 9-1-1 calls directly from their point of origin. There is not a system in place to automatically forward cellular 9-1-1, or any other 9-1-1 calls, directly to the State Patrol Deforest Post communications center. 9-1-1 calls must be received, screened and manually

transferred to the State Patrol DeForest Post communications center by the county PSAP.

SUMMARY OF EVENTS

February 4, 2008

1504 hours: National Weather Service (NWS) - Milwaukee/Sullivan issues a winter storm warning forecasting heavy snow developing Tuesday evening through Wednesday affecting Southwestern and South Central Wisconsin.

February 5, 2008, 0000 to 1200 hours

0000 to 1200 hours: troopers/inspectors handled a normal volume of calls and enforcement/traffic patrol activities.

1039 hours: State Patrol received an e-mail from Wisconsin Emergency Management (WEM) Crisis Communications Director advising of a conference call with the NWS to be held at 1300 hours.

February 5, 2008, 1200 to 1600 hours

1200 to 1600 hours: State Patrol Posts continued to conduct normal traffic patrol operations. Bureau of Field Operations, Lieutenant David Pabst, attended the NWS conference call scheduled for 1300 hours. The NWS confirmed the information contained in the earlier issued winter storm warning.

1443 hours: State Patrol receives notification from the Department of Transportation (DOT) that partial activation of the State Emergency Operation Center (SEOC) will occur. The DeForest Post Executive Officer, Lieutenant Lauri Steeber, and Sergeant Jenswold (DeForest Post) formulated an informal plan to start four personnel early for their scheduled day shift, February 6th (1-Jefferson, 2-Dane, 1-Rock) and an additional police communications operator for each of the upcoming shifts and one duty supervisor (sergeant) on standby.

February 5, 2008, 1600 to 2000 hours

1600 to 2000 hours: Southwest Region continues to conduct normal traffic patrol operations. Field personnel are responding to increasing weather-related vehicle runoffs on the Interstate in Columbia, Dane, Jefferson and Rock counties.

A sergeant from the State Patrol is assigned to the SEOC from 2000 hours February 5 until 0800 hours February 6. Sergeant Brad Altman is on duty at the SEOC at 1930 hours February 5.

State Patrol Superintendent Collins has a telephone conversation with General Dunbar about State Patrol staffing and adjustments thereto. The approaching winter storm was discussed. The result of the discussion was that Superintendent Collins telephoned DNR Chief Warden Randy Stark and left a message for him relating to the same information. Superintendent Collins had a face-to-face discussion with WEM/EPS Dallas Neville about the same information.

February 5, 2008, 2000 to 2400 hours

2000 to 2400 hours: Waukesha and DeForest Posts are reporting flurries but no major traffic problems related to the weather and associated road conditions.

Southwest Region continues to conduct normal traffic patrol operations. Vehicle runoffs continue to occur at a level consistent with the previous four hours and the occurring weather.

The State Winter Road Conditions Report was updated at 2000 hours to reflect that the roadway surface conditions on Interstate 39/90 between Janesville and Madison were ice covered and hazardous.

State Patrol Command Staff and the DeForest Post Communications Center were provided with contact information for the SEOC by telephone and e-mail from Sergeant Altman. The DeForest Post Communication Center provided all State Patrol regions with the information.

February 6, 2008, 0000 to 0400 hours

0000 to 0400 hours: Southwest Region continues to conduct normal traffic operations. The number of weather-related runoffs decreases from the previous four-hour period. One police communication operator is held over from the evening shift to assist in the dispatch center due to the anticipated telephone call volume associated with weather-related incidents. The DeForest Post duty supervisor goes off duty at 0202 hours: three hours beyond the normal time. Four-day shift troopers come on-duty at 0300 hours in anticipation of increased traffic volume and vehicle runoffs and crashes, in part due to the weather. Ten troopers are on-duty at 0300 hours. That is four troopers in addition to the scheduled staffing level for this period.

February 6, 2008, 0400 to 0800 hours

0400 to 0800 hours: Southwest Region – DeForest Post troopers responded to 34 calls for service on I-39/90 and I-94 within the Region, which included run offs, crashes and motor assists. (Three times the number of calls for service as compared to the previous four hours).

0400 hours: Linda Palmer, the Police Communication Supervisor for DeForest Post, was on-duty.

Sergeant Altman, at the SEOC, checked with the DeForest, Tomah and Waukesha Posts to compile situational updates. DeForest Post reported that high winds were creating whiteout conditions. Waukesha Post deployed dayshift troopers early based upon weather forecasts.

State Patrol updated the Winter Road Condition report at 0500 hours stating road conditions on the Interstate system in the Southwest Region were snow covered and slippery.

Lieutenant Steeber and the duty sergeant, Sergeant Bauer, checked in for duty. At 0700 hours: twenty-six troopers and five inspectors were on-duty in the DeForest Post. That was six officers in addition to scheduled staffing levels for that time period. One Police Communication Operator's shift is extended to assist in the dispatch center at DeForest Post.

February 6, 2008, 0800 to 1200 hours

0800 to 1200 hours: Southwest Region DeForest Post responded to 77 calls for service on I-39/90 and I-94 within the Region, which included run offs, crashes

and motor assists. 27 of those calls were located on I-39/90 between the Illinois state line and Madison.

0839 hours: Lieutenant Steeber arrived at the DeForest Post Headquarters after driving from Janesville to DeForest on I-39/90. She observed that traffic was moving at an estimated 30-40 mph.

0900 hours: State Patrol updated the Winter Road Condition report indicating that I-39/90 in the DeForest Post area of the Southwest Region was ice covered and hazardous.

0924 hours: Captain Teasdale telephones Lieutenant Steeber and tells her that there was inspector in-service training scheduled to be held in the Wisconsin Dells area. Months prior to the training session, Teasdale authorized inspectors to use personal vehicles to travel to the training, partly because of a policy at the convention center where the training was held that prohibits weapons on the property.

NWS updates indicate a severe winter storm is underway in the area and the related warnings remains in effect until 1800 hours. At that time, DeForest Post does not issue additional media alerts or advisories.

0930 hours: Sergeant Paul Wolfe arrives to the State Traffic Operations Center (STOC) - Milwaukee as the State Patrol representative.

DeForest Post was receiving several reports about jackknifed and run-off tractor-trailer units on the I-39/90 between MPs 145 and 155 (Dane County). Troopers were being dispatched to those calls.

Sergeant Gary Bauer is south of that location in order to obtain situational awareness of the area.

Fourteen troopers/inspectors were directed to report for duty prior to their scheduled 1500-hour shift start time. The fourteen reported for duty by 1100 hours.

1056 hours: Sergeant Bauer transmits an MDC message directing that the DeForest Post midnight cars that were being held over could end their duty tour after 12 hours of continuous duty status. Five midnight cars end their duty tour.

1114 hours: A telephone call was received at the State Patrol Communication Center DeForest Post reporting a traffic crash involving a jackknifed pickup with a camper trailer resulting in total lane blockage of the northbound traffic lanes of I-30/90 at MP 155 (Dane County).

1129 hours: Trooper Jeff Cunningham was dispatched to the crash. In review, the State Patrol believes that this was the first triggering episode that later elevated the events of the day to a complex incident.

1149 hours: A multi-vehicle personal injury crash involving several commercial motor vehicles, causing total southbound lane blockage of I-39/90/94 at MP 124, was reported to the DeForest Post Communications Center. The event involved three separate collision sites within one mile. Ten State Patrol personnel responded. Linda Palmer at the DeForest Post Communication Center telephoned the STOC and told them about the I-30/90/94 closure at MP 124.

February 6, 2008, 1200 to 1600 hours

1200 to 1600 hours: DeForest Post Communication Center receives 84 requests for service on I-39/90 and I-94 within the Region, which included run offs, crashes and motor assists. Twenty-five of those calls were located on I-39/90 between the Illinois state line and Madison.

The DeForest Post Communication Center is inundated with telephone calls from motorists and forwarded 9-1-1 calls from Dane, Rock and Columbia Counties. The DeForest Post's Communication Center infrastructure was experiencing an overwhelming volume of calls. The telephone calls indicated that numerous vehicles were stopped or stuck in traffic on the Interstate system within the region.

Southwest Region Commander, Captain Lee McMenamin, was the ranking officer on-duty within the standard command structure used by the State Patrol.

1226 hours: Trooper Cunningham, who was dispatched to the jackknifed pickup with camper trailer at MP 155, arrived at the scene. Cunningham was southbound and stopped adjacent to the crash site; walked across the median and assessed the situation. Cunningham requested two wreckers, one for the camper and one for the truck. He returns to his vehicle and continued to drive southbound to the nearest crossover, which was impassable due to an accumulation of blowing and drifting snow. He continued to the next exit, turned around and went northbound on I-39/90 en route back to the crash scene. Travelling north, Cunningham encountered stopped traffic at MP 158.5. He did not proceed or change direction. The traffic stoppage was the result of the incident at MP 155.

While stopped in traffic, Cunningham talks to other stopped motorists, also in the backup. Cunningham later tells State Patrol supervisors that he was stopped in traffic for about eight hours.

Traffic was backed up three miles. Cunningham communicates the information to the DeForest Post Communication Center.

1231 hours: Cunningham requests that additional snowplows respond to the area of MP 155 and advises that visibility is reduced to approximately 100 feet due to blowing snow. Crossovers and shoulders were unplowed. Snow on the shoulders was approximately four feet deep and drifting in certain areas.

1233 hours: DeForest Post Communication Center forwarded this information to the Dane County Highway Department requesting plows.

1236 hours: A Traffic Incident Alert (TIA) was sent by the DeForest Post Communication Center to the STOC and the local news and media outlets by e-mail reporting the crash at MP 124. The major emphasis of the State Patrol was focused on clearing the incident at MP 124.

1245 hours: As a result of the phone message left the night before, DNR Chief Warden Randy Stark calls Superintendent Collins about the utilization of four wardens with 4-wheel drive vehicles for assisting with traffic clearance and slide-ins throughout the region and corridor.

1245 hours: Prairieland Towing (Madison area) advised the DeForest State Patrol Communications Center that they would not be recovering vehicles due to deteriorating weather and roadway conditions.

Troopers and Inspectors were making direct telephone calls to wrecker operators for services.

1250 hours: State Patrol DeForest Post Communications Center contacted Dane County Highway Department requesting them to plow the crossovers in the area of MP 154 on I-39/90.

A report received from field personnel confirmed that the traffic backup in the northbound lanes of I-39/90 extended from MP 155 to 159.

1328 hours: Lt. Pabst receives a call from Major Darren Price reference the status of things. Pabst is unaware of any major issues.

1336 hours: Superintendent David Collins suggested to Lieutenant Steeber that she contact David Woodbury of the Department of Natural Resources (DNR) and inform him that he had a discussion with DNR Chief Warden Randy Stark about the utilization four wardens with 4-wheel drive vehicles for assisting with traffic clearance and slide-ins throughout the region and corridor.

1400-1500 hours: Forty-three sworn State Patrol personnel were on-duty in the Southwest Region – DeForest Post area.

1400 hours: Captain McMenamin makes telephone contact with Captain Teasdale. Teasdale offers sworn personnel from the Motor Carrier Enforcement Section to assist if needed. McMenamin deemed current staffing levels acceptable and declined the offer.

1400 hours: Lieutenant David Pabst and Colonel Ben Mendez participated in a weather briefing with the NWS via telephone. No media advisories were issued from the DeForest Post at that time.

1443 hours: Lieutenant Steeber and Sergeant Jenswold departed from the DeForest Post, each with a DNR warden in DNR 4-wheel drive vehicles. Assessments were to be made of the conditions of I-39/90 in Southern Dane and Jefferson counties. Sergeant Bauer was directed by Steeber to make assessments of I-39/90 and I-43 in Rock County. Alternate routes were not being considered by Steeber at that time.

1500 hours: The Winter Road Condition report was updated by the DeForest Post communications center. It reports I-39/90 within the Southwest Region – DeForest Post is ice covered and hazardous.

Traffic in the northbound lanes of I-39/90 from Janesville to Madison is stopped. Traffic in the southbound lanes is moving slowly.

Sergeant Craig Lindgren checks in for evening duty (3:00 P.M. to 11:00 P.M. shift.) Lindgren assumed the role of the Officer-in-Charge for the DeForest Post.

1515 hours: Lori Getter of WEM telephones Lieutenant Pabst asking him to contact Evrod Cassimy, a TV reporter. (Unknown at the time, Cassimy is actually stuck in the backup). Pabst telephones Captain McMenamin and asks that he call the reporter.

Troopers report that the right traffic lane of I-39/90/94 southbound at MP 124 is open to traffic.

1530 hours: Superintendent Collins has a telephone conversation with General Dunbar. Discussed was the need to not close the SEOC. Also discussed was

the assistance given by DNR wardens. Superintendent Collins informed General Dunbar that he was receiving information that indicated that the incidents occurring in the Southwest Region in the Interstate Highway corridor were being handled. At this hour, Superintendent Collins had no information of any events being overwhelming to the State Patrol occurring within the Region.

1533 hours: Lieutenant Pabst briefs Colonel Mendez on information from the SEOC and advises that the SEOC may be closing at 1630 hours and that they (SEOC) were not aware of any major incidents.

1556 hours: Colonel Mendez speaks with Captain McMenamin concerning the DNR partnering with the State Patrol to check on stranded motorists that might have been involved in slide-offs throughout the region.

February 6, 2008, 1600 to 2000 hours

1600 to 2000 hours: The Southwest Region continues to be inundated with hundreds of calls from stranded motorists on I-39/90. State Patrol DeForest Post Communication Center reports 30 calls for service on I-39/90 and I-94 within the Region, which included run-offs and crashes, seven of which were located on I-39/90 between the Illinois state line and Madison. Thirty-nine calls for other assistance to motorists were received, 18 of which were on I-39/90 south of Madison to the Illinois state line.

Southbound traffic on I-39/90 between Madison and Janesville continues to move at about 10-20 mph. Northbound traffic in that area is not moving. Vehicles stuck in deep and heavy snow are blocking northbound ramps at interchanges throughout I-39/90 corridor of Madison to Janesville. Efforts were underway at MP 154 northbound (front of the backup) to get vehicles moving.

1600 – 1700 hours: Lieutenant Steeber arrives at the front of the backup on I-39/90 at MP 154. She was a passenger in a DNR 4-wheel drive vehicle being driven by a DNR warden. They traveled southbound, went through a crossover and saw that northbound traffic was backed up to MP 158. They drove into the backup and were able to serpentine through it using the shoulders and weaving through other stopped traffic. They eventually arrived at the front of the northbound backup. Steeber did not see any troopers or inspectors there.

She witnessed that both northbound lanes at MP 154 had been recently plowed and sanded. Two Schmidt tow trucks were helping motorists to get traction in an attempt to unblock the traffic lanes. She saw that the truck and camper were no longer blocking the lanes at MP 155 northbound. Traffic was still stopped because of icy roadway conditions on “the hill”. Steeber remained at the location briefly, then returned to the DeForest Post where she discussed with the supervisory staff at the Post what she had observed.

Kathy Krusiec, Director of Dane County Emergency Management telephoned Lieutenant Steeber during the above timeframe. Steeber requested from Krusiec that additional snowplows be directed to the MP 154 area to work in conjunction with the wreckers that were there. Krusiec told Steeber that adjacent counties were dealing with the same weather and road conditions and that mutual aid was currently not available. No attempt was made by Steeber to contact the SEOC regarding the request for additional highway maintenance support.

1600 hours: Kathy Krusiec telephoned Lieutenant Pabst at the SEOC asking about a snow emergency plan. Pabst provided her Captain McMenamin's phone number.

Sergeant Bauer talks to Lindgren discussing if a state of emergency should be declared. Lindgren did not discuss the issue with Lieutenant Steeber. The DeForest Post Communications Center has not issued any reports or advisories to the media regarding status of the roadway near MP 155.

Forty sworn State Patrol personnel were on-duty in the Southwest Region – DeForest Post area.

1615 hours: Lori Getter telephones Lieutenant Pabst advising that Mr. Cassimy has not gotten a call from Captain McMenamin as previously requested. Getter asks that Pabst call him. Cassimy told Getter that he had been in a backup for four to five hours.

Pabst telephones Cassimy at 1820 hours.

1629 hours: Captain McMenamin is told by Lieutenant Pabst, who is at the SEOC, that Columbia County would be pulling plows off the road at 1900 hours. Rock County was reporting 50-60 mph wind gusts.

1630 hours: SEOC situation report #3 issued indicating that the State Patrol and the DNR are working together to assist stranded motorists on I-39/90 between Madison and Janesville.

1638 hours: Sergeant Altman telephones Lieutenant Pabst at the SEOC and reports that there is a 10-mile backup on I-39/90 around MP 156. He asks Pabst to contact Sergeant Lindgren to verify the need to open the gate at MP 152. When Pabst calls Lindgren he is told that the problem is solved and they have plows where needed and do not need to have the gate opened.

1647 hours: Lieutenant Pabst confers with Captain McMenamin to determine the extent of the problem on I-39/90. McMenamin advises that the situation is under control, but they need additional plows in the area.

1700 hours: Captain McMenamin has a conference call with Superintendent Collins providing him with a situational update. McMenamin reports that the traffic backup is northbound at the MP 156 and 157 area. The backup was due to snow covered and slippery roadway surfaces on hills. It was unknown how many vehicles could not get up the hill nor how long they have been stopped there. An accurate length of back up could not be verified. McMenamin believed that the backup was several miles in length.

There were no reports of crashes or injuries; just congestion that the responders were working on.

1700 hours: The Winter Road Condition report was updated by DeForest Post PCS Palmer. It reports that I-39/90 Janesville to Madison *impassable*. STOC contacts key players when advised of the impassable status. STOC contacts DeForest Post. The communications center tells the STOC that the area is not impassable. STOC, therefore, does not list I-39/90 Janesville to Madison as impassable on the DOT website.

1700 hours: Lieutenant Pabst confers with Jeff Western about plow issues. Western calls Dane County Highways. They advised that they would call back.

1713 hours: A Traffic Incident Alert (TIA) was relayed via e-mail to news and media outlets, STOC, Department of Transportation Officials, and others on the designated distribution list, referencing to the incident on I-39/90 MP 156-167. (See Attached List)

1715 hours: There is conversation at the SEOC regarding closing at 1800 hours. Lieutenant Pabst notes that Jeff Western (DTSD) had left the SEOC.

1730 hours: Superintendent Collins reads the 17:13 TIA report. The report indicates that there is no alternate route designated; motorists should expect delays and are advised to avoid traveling in the area; and that traffic is at a complete standstill due to impassable road conditions.

1730 hours: Superintendent Collins receives several telephone calls from Lieutenant Steeber and Captain McMenamin who report that the Interstate ramps on I-39/90 in the Janesville area are heavily snow covered. Cars and trucks are stuck in the snow on the ramps rendering them impassable.

McMenamin and Steeber advise that responders are at the bottleneck northbound I-39/90 at the MP 156 and 157 area and are "working through the situation".

They discussed the status of snowplows in Rock and Dane Counties. Crossovers were impassable due to heavy and drifting snow. Troopers, Inspectors, snowplows and wreckers were severely hampered due to the weather and road conditions.

Collins told McMenamin and Steeber to use and/or call out any State Patrol resources that were needed. He also told them to recontact the DNR and ask for any additional wardens, 4-wheel drive vehicles, or any snowmobiles or 4-wheel drive vehicles.

1740 hours: Lieutenant Pabst has a conference call with Kathy Krusiec and Jerry Haberl (WEM). The discussion was that Dane County was there to assist the State Patrol with resources. Pabst calls Captain McMenamin and sets up a teleconference for 1830 hours.

1745 hours: The SEOC was still in partial activation status.

1815 hours: Sergeant Lindgren contacted Schmidt towing and was told that wreckers working at the front of the incident were experiencing problems with the grade of the roadway and needed plows and salt.

1830 hours: A conference call occurred between Lieutenant Pabst at the SEOC, WEM, Dane County EOC, Captain McMenamin, Lieutenant Steeber, Sergeant Jenswold, Sergeant Wagner, Sergeant Lindgren and PCS Palmer. McMenamin relayed that the primary cause of the stopped traffic was a loss of traction issue and that the solution was to have plows and wreckers work in conjunction with each other to open up the bottleneck. It also was determined that tractor-trailer unit drivers were most likely sleeping in the cabs and sleepers of their trucks. They had to be awakened and told to move.

A collective decision was made to send snowmobiles and National Guard resources to check on the welfare of stranded motorists. Dane County EOC advised that snow plows are at the scene and wrecker operators were reporting that they did not see snow plows in the area. Dane County Highway Department

reports that there is not enough room for their plows to clear the shoulders of the highway due to the traffic congestion. They said that they had four plows assigned to the I-39/90. Normally, they have two.

1830 hours: Superintendent Collins had a telephone conversation with DNR Chief Warden Stark. They discussed the status of the deployment of DNR trucks and snowmobiles to check on the welfare of stranded motorists in the northbound lanes of the I-39/90 backup. Collins requested that any information available from the snowmobilers that can assess options to move vehicles out of the backup be forwarded to the DeForest Post.

1830 to 1930 hours: Superintendent Collins had additional telephone calls to Captain McMenamin and Lieutenant Steeber discussing the status of the Dane and Rock county backups on I-39/90. The need to obtain additional snowmobiles from other agencies was identified. It was stressed by Collins that the stranded motorists have to be checked on utilizing the aforementioned resources.

Back-up estimates reported on northbound I-39/90 were approximately 700 – 800 vehicles. Congestion from those vehicles and their positioning on the roadway combined with snow-covered and drifted crossovers and ramps did not allow for options of moving those vehicles out in any direction. Work was still underway at the northbound bottleneck at the MP 156 area.

1850 hours: Captain McMenamin authorizes the DNR and other law enforcement to utilize snowmobiles to access the Interstate checking on stranded motorists addressing their welfare and other safety needs.

1859 hours: Lieutenant Pabst at the SEOC gives Superintendent Collins an updated situational report by telephone and advises him of the 1830 hours conference call with Captain McMenamin and Lieutenant Steeber.

1900 to 2000 hours: The DeForest Post Command Staff felt that staffing levels were adequate and that the concern was getting resources to the areas where motorists were stranded. Several requests were made to the Dane County Highway Department to plow the crossovers and shoulders to free traffic. State Patrol was advised by Dane County Highways that they could not get the plows to the area. Because of the traffic, they believed it to be unsafe.

The priority remained to keep the Interstate open. Alternate routes were discussed but it was decided they were not a viable option. Efforts were being made for salting, sanding, plowing operations and snowmobile strike teams to wake up sleeping tractor-trailer drivers. These actions resulted in traffic beginning to move.

1930 hours: Superintendent Collins talks by telephone with General Dunbar and discussed the need to deploy the National Guard to assist the State Patrol using additional 4-wheel drive vehicles to locate stranded motorists to check on their safety.

1930 hours: Superintendent Collins receives a telephone call from Governor Doyle. Collins briefed Governor Doyle on the situation of a 14 to 15 mile backup northbound I-39/90 starting at the MP 156 hill. The Governor was told that wreckers, snowplows, and responders are at scene working to move the stranded vehicles forward.

Collins discussed his phone calls with General Dunbar and the response of the National Guard. Collins informs the Governor that “closing” the Interstate was not advisable without extensive discussion and agreement of all affected officials in the Rock and Dane County areas. No other highways were verified as passable or safe, northbound or southbound, for a re-route. Ramps from I-39/90 in Rock County were reported snowed covered, drifted shut and impassable. TIA’s had been sent out reporting the northbound I-39/90 backup situation.

1931 hours: Lt.Pabst calls Major Price. Pabst briefs Price on problems with several miles of backed up traffic that is snowed in at the NB MP 156 area. The National Guard is organizing. There are DNR Wardens and their trucks and snowmobiles checking on stranded motorists.

1930 to 2000 hours: Superintendent Collins had additional telephone calls with General Dunbar about the need to get National Guard, DNR and other snowmobilers to check on the safety of stranded motorists in the back-up northbound I-39/90.

Collins had a telephone conversation with the Governor’s Chief of Staff, Susan Goodwin. She was provided with the same details as the Governor had been given. Collins had a telephone call with the Governor’s Chief Legal Council, Nate Zolik, who was provided with the same details the Governor was given.

1939 hours: Kathy Krusiec telephoned the SEOC and advised that the Dane County Sheriff was requesting a formal agreement (Memorandum of Understanding) to deploy his department’s snowmobiles.

1959 hours: Lieutenant Pabst forwards the Sheriff’s request to Captain McMenamin. During the conversation with McMenamin, Pabst asks who is the Officer-in-Charge (OIC) and the Public Information Officer (PIO). McMenamin tells Pabst that Palmer is the PIO and Lindgren is the OIC.

February 6, 2008, 2000 to 2400 hours

DeForest Post Communication Center logs 16 calls for service on I-39/90 and I-94 within the Region, which included run offs and crashes plus three calls to assist motorists.

Plows are traveling southbound in the northbound lanes to get to the backup location at the MP 157 area. Wreckers are being used to push tractor-trailer units up hills. Snowmobilers were knocking on the doors of vehicles in which drivers had fallen asleep. A section of the stopped traffic would start moving, clear the area, and then traffic would be stopped again due to encountering vehicles blocking the roadway because of sleeping drivers.

2030 hours: Superintendent Collins has additional telephone calls with Captain McMenamin and Lieutenant Steeber. They continued to discuss the possibility of closing I-39/90 from Madison south to the Illinois State Line and re-routing traffic on other Interstates or roads. Information from Steeber was that that option was not safe because other roads in the area were reported to be impassable due to blowing and drifting snow.

2030 to 2100 hours: Superintendent Collins advised General Dunbar against closing the I-39/90 between Madison and the Illinois state line. Collins had no on-scene information from county EOC's or local officials supporting the closure and reroute option.

2045 hours: General Dunbar confers with Lieutenant Pabst who is at the SEOC regarding a situation update and whether it has met the threshold of being a state of emergency. Pabst responds that it has. General Dunbar gives the approval to use National Guard helicopters in a joint agency effort to survey the extent of the incident.

2053 hours: Lt. Pabst calls Major Price. They discuss the backup problems again any needs for incident management assistance.

2100 to 2130 hours: Superintendent Collins has telephone calls with Major Darren Price and discussed having Captain David Pichette come to the DeForest Post to assist. They also discussed having Captain Teasdale and Lieutenant Charles Lorentz to assist at the DeForest Post or SEOC. Price advised that they will be responding.

2100 hours: Major Price telephones Captain Pichette and tells him to telephone the Command Staff at the DeForest Post to inquire about the status of the events throughout the Post and the weather's affect on patrol activities.

2115 hours: Captain Pichette telephones Lieutenant Steeber who briefs him about highway conditions in the Southwest Region DeForest Post area. Steeber tells Pichette that "they have it under control" and that she has to get to another conference call. Pichette tells Steeber to telephone him back when she is finished with the conference call.

2118 hours: Lt Pabst receives a call from Captain Teasdale. Teasdale is briefed on the backup problems as well as the National Guard and DNR response to the stranded motorists.

2120 hours: Captain Pichette telephones Captain Teasdale to discuss the current weather related event occurring in the DeForest Post. They discuss utilizing Motor Carrier Inspectors, who were currently attending pre-scheduled training in the Wisconsin Dells area, as strike teams if the DeForest Post required additional personnel to deal with roadway incidents associated with the weather.

2123 hours: A TIA was broadcast to news and media outlets stating that snowmobilers and National Guard resources have been deployed to assist stranded motorists caught in the backup on I-39/90 in Rock and Dane counties. Accommodations for motorists have been made available at exit 163, at the Anchor Inn and Country Inn and Suites. Collins reads the TIA at about 2130 hours.

2130 hours: Captain McMenamin participates in a telephone press conference.

2130 hours: Superintendent Collins talks with Lieutenant Pabst who is at the SEOC requesting updated information on the I-39/90 bottleneck at MP 157. Pabst advised that responders are having great difficulty getting to and around the area to obtain additional information.

2130 hours: Major Price telephones Captain Teasdale and directs him to reach out to Captain McMenamin about the deployment of inspectors who are attending the motor carrier training in the Wisconsin Dells area, to assist in the DeForest Post.

2130 hours: Captain Pichette telephones Major Price and briefs him about his conversation with Captain Teasdale and that Teasdale is assembling some inspectors as discussed, in the event that they are needed in the DeForest Post.

2145 hours: Lieutenant Steeber telephones Captain Pichette. Steeber tells Pichette that she had just spoken with Kathy Krusiec of Dane County Emergency Management. Krusiec is assisting with getting Dane County plows deployed to the Interstate in the areas of the back-ups. Steeber briefs Pichette that traffic is moving on the Interstate in "one direction." She tells him that Captain McMenamin is coordinating snowmobile deployment to help with the back up on the Interstate in Dane County. Pichette asks if his presence is needed at DeForest. Steeber tells him that there is nothing that "you" can do; "we don't need people, we just need plows and wreckers to get semis up the hill." Steeber tells Pichette that she does not believe that Pichette could travel down US Highway 151 (from Fond du Lac) as the plows had been reassigned to the Interstate system.

2155 hours: Major Price calls Lt. Pabst. Pabst informs him of the State of Emergency and the National Guard helicopter will be used shortly to fly over the backup area.

2200 hours: Superintendent Collins called the DOT Secretary, Deputy Secretary and Executive Assistant and briefed them on the information known to him at that time. Collins discussed the possibility of closing I-39/90. Diverting motorists into remote areas without adequate response and maintenance resources is very dangerous.

The information that Collins had at the time was that the problem of lengthy backups was on I-39/90 northbound only. Southbound traffic on I-39/90 through Dane and Rock Counties was open, but moving slowly.

2200 hours: Superintendent Collins has additional telephone calls with General Dunbar and continues discussions on the possibilities of closing the I-39/90 from Madison to the Illinois state line. Collins explained to General Dunbar the same challenges exists as before and that he had no new information to add. General Dunbar informed Collins that a formal State of Emergency has been declared.

General Dunbar told Superintendent Collins that a National Guard helicopter would be in the air soon to view the backup and the conditions on I-39/90 in Dane and Rock counties. General Dunbar also informed Collins that gasoline, food and water were being made available to motorists who were stranded in the backups.

2201 hours: Captain Pichette calls Lt. Pabst. Pabst informs him of the State of Emergency. They discuss the possible need for assistance from the NER – Fond du Lac Post.

2200 to 2215 hours: Sergeant Bauer reports to the North Command Post at Coachman's Inn (USH 51 Stoughton exit #156) to assist with snowmobile assistance efforts. A mobile command post (Dane County CV-1) arrives at that location a short time later.

2210 hours: Lieutenant Steeber telephones Captain Pichette and briefs him on the current operational status of the DeForest Post. She tells him "they are getting traffic moving". Pichette is told that he is not needed and tells her that "if you need anything, call me".

2220 hours: Captain Pichette telephones NER – Fond du Lac Post and directs them to hold out troopers beyond the end of their scheduled shifts in the event that they are needed for deployment to the DeForest Post.

2223 hours: Lieutenant Pabst telephones Superintendent Collins informing him that National Guard will be conducting an aerial assessment of the backup on I-39/90 in Rock and Dane counties.

2230 hours: Captain Teasdale telephones Captain McMenamin and informs him of the immediately available inspector resources currently in the Wisconsin Dells area. McMenamin advises Teasdale that the inspectors can stand down. If the inspectors were deployed to the DeForest Post, there would be "no assignment for them".

2230 hours: Lieutenant Steeber has a telephone conversation with Kathy Krusiec and Sheriff Mahoney (Dane County). They advise Dane County is in an "assisting and supporting role" to the State Patrol. Kathy Krusiec said that State Wisconsin Emergency Management (WEM) Administrator Johnnie Smith told her that Dane County should go into a state-of-emergency. Department of Military Affairs (DMA), Legal Council also advised Kathy Krusiec that Dane County should go to a state-of-emergency.

Krusiec questioned why the county would need to declare a state-of-emergency when state agencies can request resources. Kathy Krusiec asked if the State Patrol is in charge of the event as the Interstate system "is your jurisdiction". "If Dane County were in charge, we would have taken over seven hours ago". Krusiec asks Steeber if she was in charge. Steeber replied yes, that she "was the Incident Commander operating under Unified Command."

Steeber contacts Superintendent Collins and Captain McMenamin to advise the nature and context of the call from Krusiec and Sheriff Mahoney.

2230 to 2300 hours: Superintendent Collins had additional telephone calls with McMenamin and Steeber and was informed that there was still no completion of opening the bottleneck at the northbound bottleneck at 156. There were still no reports of injuries or crashes in any of the backup area. Snowmobiles were traveling in the backup. Superintendent Collins stressed the need to check each vehicle/motorist, record and mark those checked and be able to report the occupants' conditions. Further discussions on the possibility of closing the Interstate in any manner were discussed and both McMenamin and Steeber. They advised against it.

2232 hours: Sergeant Bauer provides information to Lieutenant Pabst, who is at the SEOC, that an estimated 500 vehicles are still stranded in the affected areas of I-39/90 in the MP 157 area.

2245 hours: Sergeant Bauer advised the SEOC that crashes in the affected areas of I-39/90 had been cleared allowing traffic to move.

2300 hours: DeForest Post Communication Center updates the Winter Road Report. I-39/90 Beloit to Madison is listed as "ice covered and hazardous."

2300 hours: A conference call report from the North Command Post is that traffic was checked to Hwy 59 and that both lanes of I-39/90 are blocked at Hwy 59. South Command Post reports that traffic is moving.

Dane County Sheriff's deputies are checking on stranded motorist on I-39/90 in Dane county. Motorists were requesting fuel. That was provided.

Rock County Sheriff's deputies are checking on stranded motorists in Rock County.

2300 hours: Captain Teasdale telephones Captain Pichette and informs him that he has had conversation with Captain McMenamin. McMenamin told him that "he had no assignments" for the inspector strike teams and that they could stand down.

2310 hours: Captain Pichette telephones Sergeant Nelson at the NER – Fond du Lac Post and tells him to stand down the Fond du Lac Region personnel who were extended beyond their normal scheduled hours.

2315 hours: Captain Pichette advised Major Price of the current conditions in the DeForest Post and that no additional resources were needed or requested. Resources put on standby in the Fond du Lac Post were stood down.

2320 hours: Sergeant Bauer reported to Lieutenant Pabst, who is at the SEOC, that northbound traffic was moving steadily at a speed of 15-20 mph. Bauer is at the North Command Post.

2330 hours: Superintendent Collins telephones Captain Pichette. Pichette informs Collins that he would not be coming to the DeForest Post. Pichette told Collins that he was not needed.

2330 hours: A conference call with the North Command Post reports northbound traffic is moving. Southbound traffic is not moving. Drivers are sleeping in their

vehicles. Officers are waking up drivers and checking on stranded motorists from MP 156 to MP 163 in both directions.

South Command Post reports traffic is backed up to MP 177 northbound from MP 163. Medical treatment was provided to a diabetic individual. Opening the exit ramp to Hwy 59 for access to shelters at the Anchor Inn and Country Inn is taking place.

The National Guard reports the vehicle count for I-39/90 from MP 177 to 142 as 552 semis stopped and 295 autos stopped on Interstate in one direction

Traffic stopped Southbound around midnight

2400 hours: Superintendent Collins calls the DOT Secretary and Deputy Secretary and discusses that there was no new information on the status of the northbound backup. Efforts are already underway to check on stranded motorists and to provide them with food, water and gasoline, if needed. There were no reports of injuries or significant incidents.

February 7, 2008, 0000 to 0400 hours

0000 to 0400 hours: Southwest Region continues activities to regain traffic flow of I-39/90 in the areas of the back-ups. During this period, the region receives 21 additional calls for service of which 11 were within the Interstate Hwy 39/90 traffic backup. The calls consisted of vehicle runoffs and calls to assist motorists.

0015 hours: Sergeant Altman has a discussion with the Superintendent Collins about the possibility of closing the I-39/90 from Madison to the Illinois state line and utilizing alternate routes.

Lieutenant Steeber provides updates to Superintendent Collins. Collins tells Steeber to contact SER – Waukesha Post and to advise them of re-route possibilities and using the media to facilitate reroute options.

0030 hours: The issue of closing I-39/90 from Madison to the Illinois state line continued to be discussed during the 0030 hours conference call with Dane County EOC, Rock County EOC, SEOC and the North and South Command Posts.

After reviewing pre-established alternate route options, the decision was made that alternate routes would not be implemented as highway conditions continued to be hazardous along the routes. Sheriffs in Dane, Rock, and Walworth Counties could not support a rerouting of traffic with their current staffing levels.

The South Command Post advised that they were checking on stranded motorists between Hwy 59 to Hwy 26 in Rock County.

0055 hours: Captain McMenamin requests through the SEOC that eight additional troopers and two sergeants from the Tomah Post respond as strike teams. The strike teams were to report to the DeForest Post for assignment between 0700 and 0800 hours.

0120 hours: A conference call to the South Command Post reported that both the Northbound and Southbound I-39/90 traffic was moving but with gaps. The National Guard reports that the I-39/90 is blocked at Hwy 59 northbound. Rock and Dane County EOCs confirmed the availability of county plows are continuing plowing operations.

On their own initiative, Dane County 9-1-1 Center was handling all telephone calls that would normally be forwarded to the DeForest Post Communications Center. Dane County requested approval to resume forwarding the 9-1-1 calls back to State Patrol DeForest Communication Center. Lieutenant Steeber approved the request.

0130 hours: Superintendent Collins calls the DOT Secretary and explained that there were no options, reliable information, local support and no plans to close I-39/90 to traffic between Madison and the Illinois state line.

0150 hours: SEOC verified that the Illinois Message Sign on the I-90 Tollway northbound in the Rockford area was advising motorists of the traffic delays on I-39/90 in Wisconsin. The message read *"ALL LANES BLOCKED JANESVILLE TO MADISON, EXPECT LONG DELAYS."*

0230 hours: Superintendent Collins had a telephone call with Lieutenant Steeber and she said that work is progressing on the backup at northbound I-39/90 at MP 156. Vehicles are continuing to pass through the bottleneck area very slowly. She also stated there were no reports of injuries or significant medical distress from officials on snowmobiles or 4-wheel drive vehicles who are checking on stranded motorists.

0230 hours: During a conference call, it was agreed upon by all involved agencies that a joint public information news release should be completed and released to the media because of the anticipated morning commuter traffic. News media had also been observed in the area of the backups.

Rock County advised that the South Command Post had demobilized.

0330 hours: During the conference call the State Patrol requested additional snowmobiles to deploy to the South Command Post. Snowmobiles were needed to travel through the backup and awake truck drivers so they would move from the area.

0345 hours: There were problems with e-mailing a TIA from the DeForest Post communications center. At 0500 hours the TIA was faxed to the media distribution list which is different than the TIA e-mail distribution list.

0355 hours: Sergeant Altman telephones NCR-Wausau Post and requests that Captain Frenette or Lieutenant Carnahan telephone him. Carnahan returns the call. Altman request two or three strike teams from the Wausau Post to respond to the DeForest Post. Altman telephones Captain McMenamin and tells him that NCR – Wausau Post was assembling two or three strike teams and would be sending them to stage at DeForest Post for assignment. Carnahan will be calling McMenamin directly.

February 7, 2008, 0400 to 0800 hours

0400 to 0800 hours: The Southwest Region DeForest Post continued to work with other agencies to assess the extent of the traffic backups on I-39/90.

0400 hours: The Wisconsin National Guard along with Sergeant Altman conducted aerial surveillance of I-39/90 from Madison to Janesville (MP 178) in an attempt to determine the number of vehicles stopped in the traffic backups. It was reported by flight personnel that 475 vehicles were in the backup southbound

and 460 vehicles northbound, the majority of which were commercial motor vehicles.

A conference call was conducted to discuss the observations of the 0455 hours National Guard aerial mission.

A request was made to the SEOC by Lieutenant Steeber for additional snowmobiles to be deployed to the area of the backups to make contact with vehicle operators who were sleeping in their vehicles. The DNR deployed 14 snowmobiles at 0700.

Upon Altman's return from the aerial reconnaissance mission, he briefed Captain McMenamin by phone.

0500 to 0600 hours: Traffic was reported to be moving in both directions on I-39/90 in Dane and Rock Counties.

0520 hours: SEOC is notified that DSP Incident Command was transferred to Captain Varla Bishop.

0540 hours: In a conference call, the National Guard stated their troops would be departing the North Command Post and going back to the National Guard Armory. They would be leaving the food and water resources at the North Command Post.

Dane County EOC advises four snow plows are deployed on I-39/90 salting and sanding the roadway.

Rock County EOC reports that they are not certain how many plows are out. When deployed, the plows will begin working from Hwy 26 and move north on the Interstate.

Snowmobile Strike Teams are making contact with sleeping motorists and reporting that traffic is moving in both directions.

Bishop requests a flyover of area. SEOC makes the request to the National Guard. A helicopter flyover is scheduled for 0800 hours.

0600 hours: Superintendent Collins telephoned the DOT Secretary and stated that the last reports were that traffic was moving slowly northbound. There were no reports of injuries or significant medical distress from officials on snowmobiles or 4-wheel drive vehicles who are checking on stranded motorists.

0700 hours: Two strike teams arrived at the DeForest Post from the Wausau Post and are deployed to the South Command Post area.

0715 hours: The Tomah Post strike team arrives at the DeForest Post. Lieutenant Lind, from the Tomah Post arrives at the DeForest Post at 0715 hours and assumes PIO duties.

0740 hours: Dane County EOC reports that southbound traffic on I-39/90 was traveling at an estimated 40 mph and northbound traffic was traveling at an estimated 30 mph.

February 7, 2008, 0800 to 1200 hours

0800 hours: Tomah Post evening personnel are released from duty. Personnel starting duty at 2300 hours on February 6 were held over to work until 1100 hours.

0800 hours: Lieutenant Lind is participates in a teleconference call with media. The conference was coordinated by WEM.

0840 hours: Sergeant James Kicmol relieves Sergeant Lindgren at the DeForest Post as OIC.

Reports continued to come from the field of drivers being asleep in their vehicles. Heavy wreckers were requested to respond to exit 160 to remove semis that were stuck on the ramps. The semi units at exit 160 were reported to be blocking county snowplows which attempting to clear snow from the ramps. Captain Bishop directs Kicmol to have abandoned vehicles removed from the Interstate and towed to the Madison Safety Weight Enforcement Facility (SWEF).

0900 hours: During a conference call, Dane County EOC reports that traffic is moving in both directions on I-39/90 by North Command Post. They are considering releasing resources. Dane County EOC is requested to wait to release resources until the next conference call scheduled for 0930 hours takes place.

0930 hours: During a conference call, the National Guard reports on the completed flight mission that Sergeant Altman participated in. Reports from the National Guard indicate that traffic is moving both southbound and northbound on I-39/90 in Dane and Rock Counties. Northbound traffic was moving slowly because of recovery efforts at MP 166. Ramps at Hwy 73 have been cleared and are open to traffic.

Lieutenant Lind informed the media that traffic was moving and situation has improved. Sergeant Wagner was briefed by Lind and dispatched to the SEOC to meet with Superintendent Collins to provide a situational update prior to a scheduled news conference.

February 7, 2008, 1200 to 1600 hours

1200 to 1600 hours: The DeForest Post was returning to normal operational status.

1245 hours: The Illinois Tollway Authority was contacted by the SEOC to make notification that the lanes of I-39/90 Janesville to Madison were no longer blocked. The message board warnings in Illinois were discontinued.

Rock County EOC requested a message board to be placed at Hwy 11 west to northbound I-39/90. The SEOC facilitated the procurement and placement of the requested PCMS.

Captain Bishop advised the SEOC that the Post's operations could be handled utilizing resources on hand.

The SEOC makes notification to Captain Bishop that it will cease operations at 1400 hours.

1420 hours: Captain Bishop deactivated the Incident Command Post at the DeForest Post, briefed staff and returned to normal duty status. The incident was terminated and routine Post operations conducted patrols of the area. Assisting resources were demobilized.

Appendix 3-4

Wisconsin Department of Transportation

Division of Transportation System Development (Bureau of Highway Operations)

WisDOT DTSD Perspectives on Winter Event of February 5 – 7, 2008

Executive Summary

The Department has reviewed the events, actions, and circumstances related to the handling of the major winter storm event of February 5 through 7, 2008. This report is focused on the perspective of WisDOT's Division of Transportation Systems Development, or DTSD (also referred to as DOT Highways in the Emergency Management materials).

The report was developed through a review of the event by DTSD management and included participation of the Division Administrator's office, the Bureau of Highway Operations and the Southwest Region – Madison office. The report identifies things that went well and areas of concern, grouping those items into either pre-event or during event items. The primary effort was focused on concerns and opportunities for improvement for the future; there was no significant effort to capture all those things that went well. The final section of the report is a listing of improvement opportunities that should be considered or addressed for the future.

The review identifies a number of communication and process issues that should be addressed, as well as needs related to improving understanding of the roles and responsibilities in delivering winter maintenance services on major state highway corridors.

There appears to be no single key factor that contributed to the unacceptable breakdown of traffic flow during this event and the ability to recover from that breakdown in a timely manner. Instead, there was an accumulation of contributing factors, none of which on its own would have triggered the more aggressive responses that were necessary to avoid the substantial delays experienced on the system. The frequent winter occurrences this winter may have led to some degree of being de-sensitized to the growing level of vehicles affected by these conditions. There was a failure to realize that the situation had changed from a traffic incident that could be cleared to restore service to a situation that was not reasonable to recover from in a timely way. As responders worked to deal with the events most immediately at hand, the perspective of the larger unfolding situation was difficult to assemble from the information that was made available. The magnitude of the event was not realized until it was too late to effectively clear the traffic caught in the delay.

This was a major winter event, with a localized area of particularly intense storm conditions in the vicinity of the freeway blockages that occurred. Nevertheless, the event does point out a number of opportunities for improvement to reduce the potential for similar occurrences in the future. It should also be noted that some of the opportunities have been identified in the past but have been deferred pending the opportunity to fund those changes.

The following items are some specific issues that we were asked to address in our review.

How are winter maintenance services provided on the interstate system?

The department is responsible for maintaining the Interstates and the State Trunk Highway System in Wisconsin. The work effort is performed by county highway agencies under agreements with the state. The department establishes service standards and expectations. The department's regional offices administer the contracts and provide oversight to achieve those standards. The maintenance services are funded by the state.

The standards for the Interstate include providing services that include plowing and salting to achieve passable roadways during a storm and return to clear pavement as soon as possible after the storm. Services are provided twenty-four hours per day, seven days per week during storm events. Services were provided by both Dane and Rock counties throughout the duration of this storm event on this segment of Interstate highway.

What is the normal traffic served on this segment of Interstate and how did that compare to the day of the event?

The average annual daily traffic on this segment is 52,700 vehicles per day. The typical make up of that traffic flow consists of 29% trucks and 71% autos. This is a slightly higher truck percentage than for the Interstate system average. On the day of the event traffic volumes were considerably lower than normal, totaling only 13,400 vehicles. No information is available for the day of the event on how many of the vehicles were trucks, but approximately 60% of the stranded vehicles were identified as trucks. The department has an automated traffic recording station near the area blocked during the event, located about 4 miles south of the Highway 59 interchange. The traffic data from that location shows that for at least five hours, there was virtually no traffic moving north toward Madison. Due to the location of the traffic data recorder, for the southbound direction, we cannot determine when traffic, headed toward Janesville, may have been completely stopped.

Are the grades or other conditions related to the terrain for this segment of highway a contributing factor for this event?

Yes, they are contributing factors. However, the grades are well within the standards for Interstate highway design and are similar to many other grades on the Interstate system in Wisconsin. The terrain does include some open areas that are susceptible to blowing and drifting snow. This topography can increase the potential for icing on the roadway and slow traffic due to limited visibility from the blowing snow. This area did experience some of the more severe conditions in the state during this event. Even modest grades can affect traffic flow in this combination of conditions. Once some vehicles began to encounter traction problems or, for other reasons, slowed as a result of the many incidents in this storm, those slow downs generated further complications for traffic in maintaining speed on the grades.

The segment does have some history of needing additional attention during winter storms, but is not unique. There are a number of areas that have similar conditions throughout the state, and nearly every snow plow route has locations that require and receive special attention.

Should we have a system to close the Interstate? How do other states deal with closing Interstates to address winter weather needs?

The department does have a process for closing off access to Interstates. The closure procedures are used for managing Interstate incidents that block traffic, most commonly vehicle crashes. The approaches to achieve those closures range from permanently mounted ramp gates to pre-positioned traffic barricades. In most cases, the closures are less frequent and are accomplished with law enforcement personnel or other highway workers. In this segment of Interstate, we have not had a history of circumstances requiring closure that have led us to preposition devices to close the ramps.

In our previous studies of closure policies in other states, the use of permanent closure devices such as gates are limited to mountainous terrain, or stretches of roadway through plains that are more commonly affected by severe blizzard conditions and where there are risks to personal safety of being stranded in areas where interchanges or access to communities are extremely limited.

States that do use active closing strategies consider several variables to identify threats to highway operations. Parameters include winter storm duration and severity as well as visibility. Pavement condition, time of day, day of week, seasonal travel patterns and the capacity of towns to accommodate diverted motorists are also factors.

The Interstate system in Wisconsin provides reasonable opportunity for travelers to find safe haven along the route should conditions become severe and dangerous. The department has concluded that it is preferable to deem roadways impassable and advise against travel, rather than attempt to prevent access to the Interstate system.

Choosing to close the system may not thwart individuals from traveling. States using gate systems on Interstates report a significant volume of traffic proceeds on the system despite the use of closure gates. This can be a challenge for law enforcement and highway maintenance agencies. The Interstate system is typically in better condition through a winter storm event than any other alternate route. The department is better able to provide for travel on the Interstate system when an individual determines there is a critical need to travel despite the conditions. If the Interstate were closed, travelers may still choose to pursue alternate routes on the less safe roadways. Placing themselves in harms way and adding to the demand and logistical complexity for emergency responders.

Typical reasons to declare a roadway impassable include severe drifting blocking the highway; stalled trucks and other vehicles blocking the highway; insufficient equipment available to keep the highway open; insufficient visibility such that snow plow operators and law enforcement officers are endangering their lives to maintain open roadways; and severe icing.

Pre-Event

Things that Went Well:

- Wisconsin Emergency Management (WEM) provided notice to agency of their intention to activate the State Emergency Operations Center (EOC)
- WisDOT Division of Transportation Systems Development (DTSD) staffing assignments were made for EOC coverage
- Region contacts counties to confirm resources set for event

- Advance notice of the impending significant weather event and impacts was made timely and with a reasonable level of accuracy to heighten public awareness and allow for event planning.

Areas of Concern:

- Road condition information for the I-39/90 corridor was not communicated adequately and timely to the Emergency Operations Center the morning of 2/6/08
- Schedule for staffing EOC did not anticipate level of involvement or time needed; this type of activation was unusual for a winter storm event (not typical of past practice).
- Dane County operation apparently was based on plan to use sand/salt mix, including on the Interstate, despite policy expectations that would direct salt only be used in this situation - perhaps the tactics were based on a county concern about salt availability or other reasons not shared from county or region staff to the Bureau of Highway Operations
- Region confusion on policy for approval to use sand/salt mix or acceptance of county decision; county indicated they had region agreement to use sand salt mix the prior week.
- County salt supply may have been inadequate to meet service expectations and knowledge of county level of preparedness was incomplete.
- Due to high level of activity required by numerous winter events, inventory information for road salt available to meet needs for state system consistent with service expectations was inadequate and/or inaccurate.
- Insufficient regional priority given to keep the salt inventory information current, accurate, and available.
- Lack of joint planning with Emergency Management and counties for this type of extraordinary condition that could result in closure of a high volume route like the Interstate; plans do not anticipate providing safe havens for those affected by a major route closure.
- Lack of involvement of region highway operations staff in county level emergency management efforts.

During Event

Things that Went Well:

- EOC DTSD participant received and shared information and facilitated or coordinated obtaining resources needed when region or other agencies sought assistance
- Significant events were logged by DTSD participant in Esponder @ EOC
- STOC received information and applies incident protocols for sharing information with appropriate responders and others with a need to know

Areas of Concern:

- Accurate and timely information about real time conditions was not being reported consistently
- Lack of clear, accurate and timely information provided to public about conditions and route availability on road condition web site as well as through signs and other tools for communicating to drivers
- Lack of awareness at EOC and in DTSD offices of information being shared publicly through the radio and news media; these venues were sharing information that was either not known or not acted upon by the agency
- Winter road condition reporting to WisDOT website and 1-800-ROADWIS was slow.

- Road information text and map content on the WisDOT web site were not consistent; especially the interactive map, but also from text to the static map display
- Incident alert messages through website and email were not sufficiently clear and added some confusion about actual conditions
- Web site incident flow from STOC to EOC/PIO needs to be synchronized to ensure accuracy and timeliness of message, and to avoid media confusion over variety of sources of information
- Need to interpret DSP incident reports and accurately update WisDOT website incident alert; process for updating status of incident lacks tie to original report and caused confusion or lack of clarity about the details of the incident
- The severity of the storm affected the ability of staff to report to the STOC during the event. There were multiple demands on the remaining staff, which affected the timeliness of incident reports.
- Lack of clarity on some specific roles between EOC and STOC, e.g. who contacts Illinois Tollway on needed messages on overhead signs
- Contacts with information about the magnitude and extent of the event were made late to the STOC and that in turn delayed notice to the regional incident management coordinator (RIMC).
- Responsibility for upward communication to DTSD Management by RIMC was unclear-causing very late response to the event
- The activation of the EOC for a winter storm event is unusual. There was no history on which to plan staffing to meet the need for this type of event.
- DTSD region operations staff did not proactively communicate with counties during the storm event to monitor county winter maintenance activities and traffic impacts on the state system; this communication did not occur until Thursday morning. This may have been due to a lack of clarity of roles for the DTSD region area maintenance coordinator, supervisor, and highway operations manager during the event.
- There was a lack of DTSD Region presence in County EOC or with the individual command centers activated for the event.
- Lack of communication from County emergency management centers to region highway operations staff
- Communication between county and region during event was not reflective of the magnitude and impact of the situation
- The DTSD region allowed the use of a salt sand mix that was not consistent with department policy to use straight salt on the Interstate system.

Thoughts for Improving

- DTSD should share information of planned EOC activation with Region Incident Management Coordinator (RIMC), Region and Division management, and the Secretary's office; should also confirm that notice has been received by the STOC and assure STOC is considering staffing implications
- Expand DTSD capacity to staff EOC and train additional staff to allow more staffing flexibility to meet extended activations
- Clarify and document expectations and provide guidance for actions to be accomplished by the DTSD participant at the EOC
- Assure that tools are available to support DTSD participants at the EOC, including access to DOT email and other DOT network tools, access to traffic monitoring information such as: current traffic volumes and speeds from the ATR system; access to and

conditional control of surveillance tools such as cameras; access to other systems used for traffic monitoring on key highway corridors.

- Strengthen commitment to keeping accurate records of the salt inventory through the winter season.
- Re-emphasize policy for winter response and proper use of salt or other materials to assure effectiveness and consistency throughout the state.
- Provide clear direction as to expectations of region operations staff in overseeing service on the State Highway System, with particular attention to major corridors – especially the Interstate – during winter storm events.
- Establish protocol for region highway operations staff to be engaged in county emergency management activities so that they are linked with county emergency operations centers and ready for engagement in major events in a county
- Develop protocols and exercises to improve preparedness of DTSD for events that may lead to EOC activations or other DTSD responses
- Work with Emergency Management to develop joint plans to provide safe havens for travelers in the event of a closure of a major route due to a winter event.
- Continue on path to implement a statewide traveler information (511) system that could deliver winter condition information to travelers
- Establish and resource a real time phone number and web site for reporting operations problems on the State Highway System; this highway user input will lead to better awareness of situations that require timely actions. This would also fit well with plans for a 511 Traveler Information System and would allow for greater value of the system by having some degree of real time action and response.
- Identify locations on the Interstate system that should be evaluated for improvements through the application of additional tools, such as cameras, traffic detectors, dynamic message boards, road weather information systems, or other tools useful in winter weather monitoring and response.
- Explore other methods or technologies to improve specific locations on key Interstate corridors that are more susceptible to traffic interruption during winter storm events.
- Review, strengthen, and implement strategies for dealing with cold weather storms and incidents, where pavement temperatures are out of the range for rock salt and when temperatures pose special risks for stranded travelers.
- Consider when and how to establish unified command across county boundaries that allows the State clear authority to direct events involving Interstate and other key highway corridors of regional and national significance.
- Provide more training and routine exercises for DTSD involvement in winter emergency management procedures

Appendix 3-5
Wisconsin Department of Natural Resources
Division of Enforcement and Science

DATE: February 12, 2008

TO: Adjutant General Donald P. Dunbar

FROM: Susan Crawford
Administrator, Division of Enforcement and Science
Department of Natural Resources

Cc: Randy Stark, David Woodbury, Bill Engfer and Steve Sisbach
Department of Natural Resources

SUBJECT: After Action Report Summary for February 5-7, 2008

Per your request, each agency was asked to prepare an after action report indicating the agency's perspective on the events related to the winter storm occurring between February 5 and 7, 2008.

Many people in local, state and federal government as well as volunteer citizens worked diligently to deal with a difficult and continuously changing event. We appreciate their efforts and the cooperation that occurred throughout this event.

The Wisconsin Department of Natural Resource's (WDNR) role was to provide support as requested during this snowstorm. WDNR staff attended a conference call with Wisconsin Emergency Management (WEM) and Wisconsin State Patrol (WSP) and other agencies to discuss the predicted storm event at 1300 on February 5th. The decision reached at this meeting was to partially activate the State Emergency Operations Center (EOC) based on the forecasted weather. DNR was advised that the initial activation would consist of WEM, WSP and National Guard, with WDNR being contacted if needed.

A detailed timeline for DNR activities was submitted to you on February 11, 2008. At 1215 on February 6th, based upon the weather conditions, WDNR staff communicated with WEM and WSP, offering the services of Conservation Wardens and their 4 wheel drive patrol vehicles to assist in whatever capacity was necessary. By 1400, seven WDNR Wardens were either paired up with WSP Troopers or individually patrolling the Interstate in Columbia, Dane, Jefferson and Rock Counties for the purposes of monitoring traffic, assisting with stranded motorists and responding to accidents. Additionally, WDNR had deployed David Woodbury and Steve Sisbach to the EOC. During this time most WDNR efforts were directed at the stretch of Interstate between Jefferson County, Madison and Wisconsin Dells. Communications and cooperation during these early hours in this patrol area was very good. By 1830, all wardens were released by WSP, with the exception of one WDNR Warden in Rock County, who was working with a WSP Trooper to respond to a traffic blockage.

By 1915, additional WDNR support was requested and Wardens with snowmobiles are deployed by 2035 to conduct welfare checks, provide food & water to stranded motorists, perform reconnaissance and assist with other duties, focusing specifically on the stretch of Interstate 90 from the Highway 51 interchange to the Janesville. By approximately 0700 on February 7th, WDNR Wardens pulled their snowmobiles off the Interstate as traffic was moving quickly enough to pose a hazard to snowmobile operation. WDNR staff remained on standby until released at 1000 on February 7th.

One of the questions asked is when the tipping point occurred that moved this from a localized and routine road blockage to a state of emergency. WDNR staff who participated in the emergency response believe that one of the difficulties in assessing this situation was that it was constantly changing, with people thinking they were getting a handle on things and then more difficulties would arise. WDNR staff do not have the expertise in traffic management, or enough information on the overall sequence of events to make a judgment on the tipping point but we do offer the following observations in the spirit of aiding responses to future incidents:

Organization

WDNR staff in both the EOC and at the Coachman's Incident Command Post (ICP) observed confusion as to who was responsible for managing various aspects of the response. Organization of the response to this incident may have been aided by deploying a delegated person from WEM for the specific purpose of facilitating a unified incident command response at the ICP.

For example, at the Coachman's ICP, particularly early in the incident, the typical elements of a Unified Command or Incident Command system such as Liaison, PIO, Safety Officer, Operations, Planning and Logistics were not readily discernible by WDNR staff at Coachmans.

Similarly staff at the EOC believed that the Coachman's ICP and incident response were being managed at the local level until the early morning hours of February 7th when local government identified WSP as the incident manager.

In the future, the establishment of a clearly identified ICS organization with a Unified Command at the incident site, followed by clear communication of the organizational structure and objectives to responders and the state EOC, will help reduce confusion.

The authority of the Officer in Charge (OIC) of the state EOC to coordinate activities was not clear to WDNR staff. It is our understanding that the Officer in Charge was left with instructions by WEM senior management to close the EOC at 1800. However, WDNR and WSP staff conferred with the OIC, and the decision was made to keep the EOC open beyond 1800 to continue monitoring activities due to the uncertainty that situations requiring response from the SEOC were resolved. For the future, clarification of existing protocols for de-activation, or the development of protocols, would be important for participating agencies.

Communications

Confusion regarding the command structure may have caused some communication difficulties between the EOC and the Coachman's ICP.

WDNR staff also noted that the WSP representative in the EOC made a number of efforts to communicate with WSP District 1 as well as WSP representatives in the blockage area, but he was having difficulty reaching someone in person at either location. This did have an impact on the information available to staff in the EOC.

WDNR staff arriving at the Coachman's ICP found there was no radio communications channels designated for use during this incident. Clearly designated radio channels may have enhanced communications. WDNR staff mostly communicated through their cell phones.

WDNR staff at the Coachman's ICP did not learn that there was a "South CP" in Rock County until well into the incident, and this was discovered only due to overhearing conversation at the Coachman's ICP. When inquiry was made to determine the phone number for this "Southern CP", no one, including Rock County dispatch and several people at the Coachman's ICP were able to determine what that number was. About an hour later, it was determined to be a cell phone number for a Rock County Officer.

The IC at the Coachman's ICP was involved in regular conference calls with the state EOC and all other participating agencies. However, no formal briefings, scheduled or otherwise, as to the results of those calls took place by the Coachman's IC, which made it difficult for staff at the Coachman's ICP and in the field to understand the full scope and individual needs associated with the response effort.

Enhanced communications from the field to the Coachman's ICP and on to the state EOC may have also allowed for better communications to the public, both at the Illinois border and via other methods such as the radio to reach the people caught up in the blockage. Another important future aspect to consider is the development of a media plan and clarification of whom – local emergency management, WEM, WSP or other agency will implement the plan.

Location

The initial ICP consisted of the IC and Deputy IC working out of a Suburban, which for this size operation, posed difficulties, particularly with the cold weather. Eventually, as the incident matured and the Dane County Command Vehicle was used, the IC, Deputy IC, WSP, WDNR were better able to function in a coordinative manner. While it will not always be possible to do so, tasking someone with finding ICP suitable facilities would significantly help operational efficiency.

Action Key Areas of Concern

**Response to I-39/90 Traffic Stoppage Incident
February 6/7 2008**

❑ **Better process for the State Patrol to notify and share information with other players.**

Concern that an incident was developing and the sharing of this information with other key agencies was deficient. Lack of timely and accurate assessment of the situation delayed the response to the incident.

❑ **Situational Awareness**

First in unit or units on location need to recognize the scope of the situation and make notifications to their superiors of the need to expand the response and/or resource requirements. We rely on the jurisdiction that has the incident to assess the situation and escalate the response as needed.

❑ **Functioning under Incident Command System**

The implementation of the incident command system was inadequate. Key agencies seem to either not have an understanding of the Incident Command System and/or not have the ability to implement an effective command system or multi-agency coordination system.

❑ **Multi-Agency Coordination System**

Need more formal and more disciplined communication link between agencies such as EOC's, State Traffic Operations Center (STOC) and others with command in the field. Proper "chain-of-command" communications should be followed.

❑ **Southbound / Northbound vs. Eastbound/Westbound**

Confusion existed on reference to interstate lane and direction. Need to clarify appropriate direction nomenclature.

❑ **Radio Communications**

County and state continue to struggle with communications interoperability. Dane County Mobile Command Vehicle (CV-1) was unable to communicate with dispatched National Guard units via radio.

❑ **Delay in National Guard supplies response**

Mobilization of the National Guard is a slow process. During the planning process consider most direct and timely access to needed resources.

❑ **Coordination of Public Information**

Availability and access to identified agency PIO's was problematic. Joint information process was utilized sporadically.

❑ **Lack of recognition of local Emergency Service Providers**

During the After Action Review numerous attendees shared that they were incensed by the public information that went out concerning this response. Little attention or appreciation was stated publicly by DMA to the great men and women that left their homes and families and utilized personal resources (snowmobiles) to respond to the needs of those stranded. The National Guard was praised highly for their response...they delivered supplies. County resources felt as though they had stepped up to the plate when no one else did and provided a valuable service and received no ...or very little recognition.

Coordination of public information during and following any incident should be shared with all involved agencies. DMA/WEM should establish a policy for coordination of press releases with all incident jurisdictions prior to disseminating to the media.

❑ **Early decisions on closing Interstate (re-routing)**

Review policy and trigger points for decisions for closing the interstate.

❑ **Outreach to approaching motorists**

Minimize the incoming flow of traffic by utilizing existing resources and process early in the incident to communicate outside the incident area alerting approaching motorist to use alternate routes. Consider use of EAS as a communication tool.

Note:

The information provided in this document was compiled from information provided by responding agencies during the county's After Action Review.

Appendix 3-7-1
Rock County
Sheriff's Department

ROBERT D. SPODEN
ROCK COUNTY SHERIFF
BARBARA J. TILLMAN
CHIEF DEPUTY

February 12, 2008

Brigadier General Donald P. Dunbar
The Adjutant General Dept. of Military Affairs
Joint Force Headquarters Wisconsin
PO Box 8111
Madison, WI 53708-8111

RE: SUMMARY/AFTER ACTION - EVENTS OF FEBRUARY 6 – 7, 2008, ON I-39/90

Dear Brigadier General Dunbar:

In response to your request for the perspective of the agencies involved in the winter storm on February 6 – 7, 2008, we received input from Janesville Police Department, Rock County 911 Communications Center, and Rock County Emergency Management, along with our suggestions from the Rock County Sheriff's Office. Additionally, attached is an after action report submitted by Rock County Director of Public Works Benjamin J. Coopman, Jr.

Janesville Police Department expressed the following concerns:

- The need for consistent messages or communication from the Incident Commander. (i.e. initially told no civilians snowmobilers on I-39/90. Later to learn that civilian snowmobilers were being utilized.)
- The need for more involvement with the media, to inform the public on the situation.
- The need for better direction from the Incident Commander. Frequently, during the conference calls, Incident Commander stated "I think we are making headway, let's stay the course and check back in with each other in half-an-hour."

Rock County 911 Communications Center expressed the following concerns:

- Our main concern at the Communications Center was that we had no information to pass on to motorists when they called frustrated and angry about having to wait so long on the highway. We were inundated with calls and tried to handle them the best we could, but when the caller wanted to speak to someone from State Patrol or had specific questions that we could not answer, we transferred them to State Patrol dispatch. The problem with that is that the line was busy most of the time or callers called back reporting that it rang and went to a voicemail system. So they became more frustrated at not being able to speak with someone.

In the future it would be helpful to have an information number that we can refer citizens to (maybe it could have a regularly updated recorded message) because State Patrol dispatch must have gotten overwhelmed and maybe they didn't know what to tell callers either and this type of information system could have pacified some of the people and alleviated our dispatch center from spending so much time on the phone calls explaining what we did/didn't know. (To tell you the truth we were getting most of our information from the TV and relaying that to the callers.) A lot of the callers were appreciative that we took the time to tell them what we knew, but many were not so forgiving and demanded answers that we simply could not get.

- I also wonder if the AM radio station listed every so often on the interstate signage was used? We told many callers to turn into their local radio stations for updates (assuming the State was sending press releases out) and they said they had tried but no one was really saying anything. I even tried calling our local WCLO radio to tell them to at least pass on what the TV stations were saying and got no answer. I don't know if the Emergency Alerting System can be used for this type of situation, but if it can, it should be used in the future so people can get the information on their TVs and on the radio simultaneously.
- It also would have been helpful for the traffic cameras that the State purchased years ago (that are in storage somewhere) to be installed in Rock County so dispatch and any of the law agencies could have gained access to them to see how far the I-39/90 traffic back up was. Also, I think it would have been helpful for the State Patrol to be able to see that as well since it sounds like they didn't have any troopers in our area for quite awhile.
- Lastly, I am not sure if Illinois had the same traffic issues we did, but I am unclear as to whether they were involved in the whole process early on (I didn't hear anything on the conference calls at all about them). Perhaps, if they had posted information on their information signs way back near Chicago or Rockford, many people would not have continued on the interstate and, if they did, at least they would have been forewarned. I heard several people complain that they had no idea what they were heading into when they got into Wisconsin.
- Within Rock County the only concern I had was that JPD seemed to be left out of the loop (because I called them a couple of times to see if they knew what was going on with the snowmobiles and everything and they hadn't heard about it). I am not sure how they knew about the hotels filling up (or how we got that information in the first place) but they jumped into action and started working on a shelter and parking when they realized the magnitude of the situation. It was partly due to that information that I called Rock County Emergency Management Coordinator Connors. So I think it would be better if this ever happens again to have a conference call with all our local agencies (if we are unable to physically meet together at an EOC).

Rock County Emergency Management expressed the following concerns:

- The one major concern that needs to be addressed is the media communication issue. News releases regarding the weather and the I-39/90 situation should have been released to the Rockford/Chicago radio stations, not just the Madison or South Central Wisconsin stations. It is my belief the Wisconsin Emergency Management Public Information Officer has access to Illinois media contacts. Getting the information out in the media would have given drivers advance notice of what the interstate situation was ahead of time and given them the choice to take an alternate route or pull off. Also, using HAM/ARCES operators would have been valuable in this situation.

- If Rock County would have received a more advance notice from the State Patrol or WEM, road signage could have been set up, which would have warn drivers of the interstate issue.

The Rock County Sheriff's Office expresses the following concerns:

- It would have been beneficial if a representative from Wisconsin State Patrol would have communicated with the Illinois State Police regarding the traffic backup in Wisconsin.
- It would have been beneficial to have earlier contact with or notification from the Dane County EOC regarding the operational aspects of this event. It was concerning to learn via the television that the Governor had declared a state of emergency and was mobilizing the National Guard.
- It would have been beneficial if the Wisconsin State Patrol supervisor(s) would have notified or communicated directly with Rock County Sheriff's Office on-duty patrol supervisors at a point very early into this situation.
- It would have been beneficial to motorists if signage could have been utilized north of Dane County perhaps as far north as Wisconsin Dells, and in northern Illinois, perhaps as far south as Chicago, to warn of the backup or delays on I-39/90 in Dane and Rock Counties.
- Certainly, it would have been beneficial to have a more coordinated response effort and to have mechanisms in place to readily recognize the gravity of the situation as to not underestimate the magnitude of this snowstorm-related event. This more coordinated effort would have given all parties involved a better understanding as to the resources available to deal with the situation.

We look forward to meeting with you on Thursday, February 14, 2008, to review the timeline report we submitted on February 11, 2008, and this summary/after action report.

Sincerely,

Robert D. Spoden
Sheriff of Rock County

CC: Chief Mahan, Janesville Police Department
Shirley Connors, Emergency Management
Dave Sleeter, 911 Communication Center
Ben Coopman, Department of Public Works
Craig Knutson, County Administrator

Appendix 3-7-2
Rock County
Public Works Department

County of Rock
Public Works Department

Highways
Parks
Airport



3715 Newville Road
Janesville Wisconsin 53545
Telephone: 608/757-5450
Fax: 608/757-5470

February 12, 2008

Sheriff Robert Spoden
Rock County
200 E. USH 14
Janesville, WI 53545

Re: Phase II comments- Weather incident of February 5, 2008

Dear Sheriff Spoden:

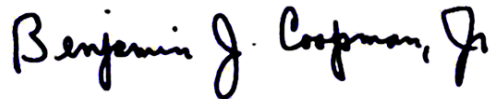
On behalf of the Rock County Public Works Department, I offer this after action report from our agency's perspective. It is intended to be a constructive commentary on the events of the two days around that snow storm.

- I. Effect of elected officials' decisions
 - A. Reducing or keeping budgets level has a negative effect on services
 - B. Fewer staff and less equipment is available
 - C. Reduction in hours and in level of service
 - D. Use of technology or increases in efficiency now yields minimal increased benefit—low hanging fruit is gone
- II. Before the storm-warnings
 - A. This storm is going to be a BIG One—snow depth, wind chills, drifting, visibility
 - B. Stay put—don't travel unless absolutely necessary (don't cry wolf)
 - C. If you absolutely must travel—carry appropriate provisions & clothes
- III. During the storm-actions
 - B. Continue media warnings and information
 - B. Travelers should now get off the roads
 - C. DPW equipment/personnel couldn't compete with Mother Nature—rate of snowfall, falling temperatures, drifting snow, zero visibility, freezing wet snow underneath fresh snow
 - D. Equipment breakdowns- eventually we lost the battle with Mother Nature (**This is where the event turned to an emergency for DPW**)

- D. Road blockages occur—feeble efforts under even more adverse conditions due to weather + blockages (free flow)
 - E. Leave runoff vehicles that are out of the way alone—get them later
 - F. Storm duration—crews now on duty 12 to 14 hours by late afternoon—no relief crew available
 - G. Go to skeleton crew on essential routes only (IH 39/90, 43); emergency standby crew at ready at DPW shop in Janesville
 - H. Can't forget about remainder of county road and workforce needs
 - I. Plan for travel of off-duty personnel home for rest and back to work next day—take plow trucks home
 - J. First line supervisors need relief too
 - K. Traffic finally dies down—skeleton crew gets more ramps open from interstates
- IV. Storm Clean up
- A. Mobilize whole crew—fresh numbers and daylight are our friends
 - B. Get stalled or runoff vehicles out of the way so we can do our job
 - C. Scrape and get mainline roadways salted/sanded
 - D. Turn attention to plowing and salting ramps
 - E. Keep realistic goals as to time it will take to get things back to normal
 - F. Get things open and functional in realistic time—quit work near normal time and leave some for tomorrow
 - G. Keep the media informed on progress of the cleanup

If you have any questions or comments on these thoughts, feel free to contact me.

Sincerely,



Benjamin J. Coopman, Jr., P.E.

Director of Public Works

CC: Joshua Smith, Deputy County Administrator

Appendix 4
Warnings, Advisories and Public Safety Messages
Issued by Government Agencies



STATE OF WISCONSIN

DEPARTMENT OF MILITARY AFFAIRS
Wisconsin Emergency Management

2400 Wright St
P.O. Box 7865
Madison, WI 53707-7865
Telephone (608) 242-3232
Facsimile (608) 242-3247
24 Hour Emergency Hotline:
1-800-943-0003

For more information contact: Lori Getter, Public Information Officer
(608) 242-3239

February 5, 2008
For Immediate Release

State Emergency Operations Center monitoring winter storm

(MADISON) The Wisconsin Division of Emergency Management will partially activate the State Emergency Operations Center (EOC) this evening to monitor a winter storm which is expected to drop as much as 20 inches of snow in some parts of southeastern Wisconsin. The winter storm is forecast to continue until sometime late tomorrow morning or early afternoon.

In addition to Wisconsin Emergency Management, the EOC will also be staffed by Wisconsin Department of Transportation highways personnel and the Wisconsin State Patrol. The EOC will remain activated through the night to coordinate any emergency response efforts and to ensure that state resources that might be required can be quickly and effectively employed.

The staffing level of the Wisconsin National Guard's 24-hour Joint Operation Center in Madison will be increased overnight in the event National Guard assistance is requested.

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STATE OF WISCONSIN \

DEPARTMENT OF MILITARY AFFAIRS
Wisconsin Emergency Management

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P.O. Box 7865
Madison, WI 53707-7865
Telephone (608) 242-3232
Facsimile (608) 242-3247
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1-800-943-0003

For more information contact: Lori Getter, Public Information Officer
(608) 242-3239

5:00 a.m. February 7, 2008
For Immediate Release

Important Traffic Advisory

(MADISON) The Wisconsin Emergency Operations Center is recommending motorists avoid the use of Interstate Highways 39 and 90 south of Madison until traffic stoppages have been cleared and snow can be cleared.

The severe winter storm that dropped more than 12 inches of snow in southern Wisconsin caused significant delays in both directions of the two interstate highways in Rock and Dane counties.

A 4:00 a.m. helicopter flight over Dane and Rock counties found more than 800 vehicles—mostly tractors and semi trailers—were not moving along portions of the highways in Southern Dane County south of Madison and Northern Rock County from Janesville to the Dane County line. Where traffic was moving, it was moving very slowly on slippery, snow-covered driving lanes.

The Wisconsin Emergency Operations Center is working with the Wisconsin State Patrol, Department of Transportation, Department of Natural Resources and county officials to get traffic moving and restore the highways to good winter driving condition, but these efforts are expected to take several hours and will likely not be completed before this morning's commute.

Emergency officials recommend motorists use alternate routes this morning to avoid the affected interstate highways while crews work to remove stuck and disabled vehicles and remove snow drifts.

Motorists should also allow plenty of time to reach their destinations.

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STATE OF WISCONSIN \

DEPARTMENT OF MILITARY AFFAIRS
Wisconsin Emergency Management

2400 Wright St
P.O. Box 7865
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Telephone (608) 242-3232
Facsimile (608) 242-3247
24 Hour Emergency Hotline:
1-800-943-0003

Wednesday, February 6, 2008

Contacts: Lt. Col. Tim Donovan, 608-516-1777

Lori Getter, Wisconsin Emergency Management, 608-516-0293

Jessica Erickson, Office of the Governor, 608-516-0608

Governor Doyle Declares State of Emergency for Dane, Rock Counties

National Guard Mobilized to Help Stranded Motorists on I-90

MADISON – Governor Jim Doyle tonight declared a State of Emergency for Dane and Rock Counties to assist motorists who have been stranded on Interstate 90 just south of Madison due to severe winter storm conditions that have hit Wisconsin. The Governor's order calls to active duty elements of the Wisconsin National Guard as deemed necessary by Brigadier General Don Dunbar to assist authorities in the situation, and directs all state agencies to assist in the response and recovery effort.

"Significant amounts of heavy snow have severely impacted Dane and Rock Counties, causing many citizens to be stranded on the Interstate with impassable roads in need of plowing," Governor Doyle said. "We have moved quickly to mobilize the National Guard to help stranded motorists who have been caught in this severe snowstorm."

Forty Wisconsin National Guard troops have been mobilized to assist stranded motorists and will deliver food and water to affected citizens. The National Guard is using 15 Humvees and two 5-ton trucks to assist, and two National Guard Black Hawk helicopters are also being readied in the event that aerial search and surveillance is required. The Wisconsin National Guard Armory in Janesville is also being readied for use as a possible shelter location if needed.

The Order also authorizes Brigadier General Dunbar to call to active duty additional elements of the National Guard as needed.

The Wisconsin Emergency Operations Center has been activated since 8:00 p.m. Tuesday to monitor the storm situation. The Wisconsin State Patrol, the Department of Natural Resources, and other state and local agencies are also assisting in the response.

